CRAIG'S A, B, C KEY

TO RIVER ST. LAWRENCE CHANNELS.

A Complete Guide and Charts

...OF THE...

IMPROVED DEEP WATERWAYS OF THE UNITED STATES AND CANADIAN GOVERNMENTS' SYSTEMS

SHOWING AIDS TO PILOTS IN ALL THE PRINCIPAL CHANNELS THROUGH THE

THOUSAND ISLANDS AND RAPIDS

...OF THE...

RIVER ST. LAWRENCE TO MONTREAL, QUE.

By COMMODORE T. J. CRAIG, R. & O. N. CO., Toronto, Ont.

PART II. (Tourist Edition.)

COPYRIGHT, 1901, BY COMMODORE T. J. CRAIG, TORONTO, ONT.

SEAWAY
G
3402
.S14C8
PT. 2

IF YOU WANT TO REACH THE

1,000 Islands

Adirondack Mountains

OR THE **Seaside Resorts**

Take the

NEW YORK CENTRAL & HUDSON RIVER RAILROAD and Connections.

Illustrated Pamphlets on application to

GEORGE H. DANIELS,

Gen'l Pass. Agent, NEW YORK CITY.

MILLIONS of PIKE, TROUT and BASS

ARE TO BE HAD ALONG THE LINES OF THE

CANADIAN PACIFIC AND KINGSTON & PEMBROKE RAILWAYS

BEFORE DECIDING ON AN ANGLING TRIP READ THE FOLLOWING:

"Fishing and Shooting." "Hints About Camping."
"Temagaming—The Algonquin Paradise."
"Sportsmen's Map."
"Open Seasons Fishing and Shooting."
"Summer Tours."

All of the above can be had gratis by applying to any Agent of the Company, or to

C. E. E. USSHER, *General Passenger Agent, Canadian Pacific Railway,* MONTREAL, QUE.

F. CONWAY, *General Passenger Agent, Kingston & Pembroke R'y,* KINGSTON, ONT.

TAKE THE

GRAND TRUNK RAILWAY SYSTEM

TO.....

Kingston, Gananoque, Brockville or Prescott,

...FOR ALL...

1,000 Island Summer Resorts

Through Pullman Sleeping Cars Buffalo and Toronto to Kingston Wharf daily. Cafe-Parlor Cars on through fast day trains.

For all information, Time-tables, Maps, etc., apply to any Agent of the Grand Trunk Railway System or to

G. T. BELL,

General Passenger and Ticket Agent, MONTREAL, QUE.

Toronto, Hamilton & Buffalo Ry.

THE POPULAR LINE FOR

Buffalo, Rochester, New York, Philadelphia, Baltimore, Washington and Pittsburg.

Through Pullman Buffet Sleeping Car Service Toronto to New York, Leaving Toronto at 5.15 P. M., Hamilton at 6.20 P. M. . . . .

F. P. BACKUS, Gen'l Pass. Agent.

Ottawa River Navigation Company

Daily Mail Line (Sunday excepted) Modern Steel Strs. between

OTTAWA AND MONTREAL.

TAKE 5.00 p. m. G. T. R. TRAIN FROM MONTREAL TO LACHINE WHARF AND

SHOOT LACHINE RAPIDS.

HEAD OFFICE, 161, 3 AND 5 COMMON ST., MONTREAL, QUE.

R. W. SHEPHERD, MAN.-DIRECTOR.

51552

PROPERTY OF LAKEHEAD UNIVERSITY

INTRODUCTORY

AFTER many years' experience as a master mariner on board passenger steamers plying through the Thousand Islands and Rapids, the author presents a Special Tourist Edition of his A, B, C Key to River St. Lawrence Channels, showing courses taken by all passenger and other steamers, depth of water in channel, international boundary line, name and location of all important islands and rapids, and time of passing every point of interest between Lake Ontario and Montreal. The time given on charts, commencing at Prescott, is the actual running time of the R. & O. Steamer "Bohemian" to Montreal and will not vary more than a minute or two either way, according to weather. If the steamer is ten minutes late in leaving Prescott she will be ten minutes late in reaching the Galop Rapids and every other point of interest to Montreal, unless favored with good weather, etc., in which event some lost time may be made up.

Passengers studying their own interests should note hours for meals and time of leaving Prescott going east, and thus facilitate the trip to Montreal. Every passenger having a copy of Craig's A, B, C Key to River St. Lawrence Channels will be his or her own pilot in rambling through the Thousand Islands and also when descending the entire series of Rapids.

THE COMMODORE.

CONTENTS

	PAGE
Hughy the Hermit,	3
Portsmouth, Ont.,	4
Kingston, Ont.,	4
Lake of the Thousand Islands,	7
Cape Vincent, N. Y.,	7
Clayton, N. Y.,	7
Frontenac, N. Y. (formerly Round Island),	7
Thousand Island Park, N. Y.,	8
St Lawrence Park, N. Y.,	8
Point Vivian, N. Y.,	8
Alexandria Bay, N. Y.,	9
Story of Chimney Island (Canadian),	11
Union Park, Ont.,	12
Brock's Group of Islands,	12
Brockville, Ont.,	13
Prescott, Ont.,	13
Ogdensburg, N. Y.,	13
Story of Chimney Island (American),	13
Galop Rapids,	14
Iroquois, Ont.,	15
Rapid du Plat,	15
Morrisburg, Ont.,	15
Farren's Point Rapid,	17
Dickinson's Landing,	17
Long Sault Rapids,	18
Cornwall, Ont.,	19
St. Regis Indian Church, Que.,	19
Stanley Island,	19
Adirondack Mountains, N. Y.,	21
St. Anicet Church, Que.,	21
St. Zotique, Que.,	21
Coteau Landing, Que.,	21
Coteau Rapids,	23
Coteau du Lac,	23
Cedar Rapids,	23
Split Rock Rapids,	23
Cascade Rapids,	23
Ottawa River,	24
Lachine, Que.,	25
Caughnawaga, Que.,	25
Lachine Rapids,	25
Montreal, Que.,	26

AS TOURIST steamers approach Kingston from the Bay of Quinte or Lake Ontario magnificent and ever-changing scenery is brought into full view. At the foot of the picturesque Bay of Quinte the steamer plows her way past the Three Brothers Islands, in the Inner Channel, which route the intrepid Pere Marquette and M. Joliet took in a frail birch-bark canoe on their trip of discovery of the Mississippi River in 1673; while five years later Robert Cavelier de La Salle, together with Father Hennepin, went up this channel in the first vessel that floated on Lake Ontario, on that memorable voyage of discovery which has made their names so famous in the world's history.

Even the lighthouse on the middle Brother savors of history, for it is erected adjoining the site of an old legendary haunted hut built and occupied by a hermit who was well known to all anglers and tourists who frequented this most delightful spot. "A. J. H." writes of him as follows: "I personally knew Hugh McLaughlin, or 'Old Hughy the Hermit,' as he was called, both at his home and tended him when he died in the Kingston General Hospital about the year 1863. This strange, little old man, in manner, appearance and mode of living, took up his solitary abode on the middle Brother for about twenty years, occasionally in winter seeking the hospitality and charity of the neighboring mainland. He subsisted by fishing and tilling the soil and on the donations of fishing parties which visited the island. He lived in a rude hut on the north side, built on a high stone wall with a superstructure of driftwood of various kinds such as the waves brought him. Beneath his hut was a fishpond, continually stocked with black bass and other fish, to which the bay water had access by an aqueduct which also served as a harbor for his boat. The following lines are respectfully dedicated to him:

HUGHY THE HERMIT.

In those three little isles so closely allied,
Which stand like three brothers to battle life's tide,
In summer, when calm, in echoes resound
To the hermit's low voice breaking silence profound.

As I gaze on them now all is silent and still,
Excepting the cry of the sea-gull shrill;
For Hughy the Hermit has passed away.
From his island home in Quinte Bay.

And now no more he treads his rounds,
No echo to his voice resounds,
Since sweetly, calm, he sank to rest,
Leaving his isle for a home more blest.

Still onward there the green waves roll
Among the rocks with mournful toll;
In accents sad their murmurs tell
That once a hermit there did dwell."—A. J. H.

The mainland opposite to and east of The Brothers Islands to Kingston was the scene of many fierce engagements with the naval forces of the United States commissioned at Sackett's Harbor and Oswego, N. Y., during the stirring times of 1812–15. Strong earthworks were thrown up along the north shore to assist the British fleet to repel invasion, but time has effaced what was then a warlike frontier, clearings were soon made, cozy homes erected, and waving golden grain now bends to the summer breezes far beyond the beautifully indented shore.

Beneath the shadow of the high pine grove which scrapes the horizon beyond Little Cataraqui Bay, may be seen from the steamer's deck the silent resting place of some of Kingston's illustrious sons, namely: Sir John A. Macdonald, Premier of Canada; Sir Alexander Campbell, Postmaster-General; Sir George A. Kirkpatrick, Lieutenant-Governor of Ontario; Sir Henry Smith; Rev. George M. Grant, D. D., C. M. G., Principal of Queen's University; and many others.

As the steamer approaches Kingston the thriving hamlet of PORTSMOUTH (population 2,000) is passed, very distinctly marked by Rockwood Hospital for the Insane and the Church of the Good Thief on the one side, and the Provincial Penitentiary on the other side of the deep, well-sheltered harbor. Portsmouth, Kingston's western suburb, is more particularly noted for Fisher's celebrated lager beer, its marine railway, shipbuilding and forwarding. It is electric lighted and connected with Kingston by electric street cars.

Next in prominence which commands attention is Alwington, the residence of the late Lord Sydenham, first Governor-General of British North America, 1839–41. It is proposed to convert this property into a fashionable summer resort, one of the features to be a new and elegant Springs Hotel. The grounds have beautiful groves of virgin forest, an abundance of cool, pure water, as well as a mineral spring, and clear air nicely tempered with the southwesterly breezes from Lake Ontario.

Many large buildings of

KINGSTON (*Population 20,000*)

now come into prominence, including Clark's malt house, the hosiery mill, Murney Tower in Macdonald Park, the General Hospital (formerly Parliament Buildings), Queen's University, Court House, and fountain erected to the memory of Sir George Kirkpatrick, L'Hotel Dieu, and the lofty tower of St. Mary's R. C. Archiepiscopal Cathedral in the distance. Just beyond the wharves and within easy view there are Sir John A. Macdonald's monument in the City Park, Kingston foundry, Government dry dock, Moore's elevator and flouring mill, locomotive works, Regiopolis College, Grand Trunk Railway depot, and St. George's English Archiepiscopal Cathedral, together with numerous other churches. Along the city water front is a Martello Tower, the Union Depot of the Canadian Pacific, Kingston & Pembroke and Bay of Quinte railways, City Hall, Richardson & Sons and Montreal Transportation Co.'s elevators, Tete du Pont barracks, bridge over the great

Cataraqui or Rideau River, charitable institutions, cotton mill, etc., all of which are within easy reach by cab or the electric street railway.

Kingston was founded by the brave and talented Count de Frontenac (the first Governor under the French in 1672) in 1673, and named the post Fort Frontenac, which was the first settlement in upper Canada. In 1758 it fell into the hands of the English forces under Colonel Bradstreet. It was incorporated as a city in 1846, and, being a military center, it now enjoys all the sporting and social life that each season suggests.

Lying at the east side of Kingston wharf are the steamers of the Rideau Lakes Navigation Co., which ply between Kingston and Ottawa and intermediate summer resorts.

On leaving Kingston wharf by morning steamer for the Thousand Islands "Old Sol" is in the foreground, Fort Frederick, the Royal Military College and Dockyard cottages on the left. Beyond these is Fort Henry, built in 1818, and re-erected in stone in 1832. It is the third strongest fort in Canada. On the right is Garden Island, noted for its shipping; also the picturesque village of Marysville, on Wolfe Island in the distance, prominent because of its numerous churches and tourist homes. The steamer now turns down the majestic River St. Lawrence, and leaves Cedar Island and Tower and The Maples, the summer home of Sir Richard Cartwright, Minister of Trade and Commerce, to the left. The steamer now courses between Wolfe and Howe Islands, the two largest in the Thousand Island group, allowing sufficient time for breakfast before reaching the American Channel,

Lake, River and Rail

To Mackinac Island, The Georgian Bay, Muskoka Lakes, Rideau Lakes, Ottawa River, St. Lawrence River, Montreal Quebec, Saguenay River, Maritime Provinces, St. John, Halifax, Prince Edward Island, Cape Breton, Newfoundland, Niagara Falls, Old Point Comfort, Delaware Water Gap, etc.

CALL ON OR ADDRESS

WM. A. FLETCHER,

103 Adams Street, CHICAGO, ILL.

General Western Agent for "CRAIG'S A, B, C KEY TO RIVER ST. LAWRENCE CHANNELS."

RAYMOND & WHITCOMB CO.

TOURS AND TICKETS EVERYWHERE.

PASSENGER AGENTS of Principal Railway and Steamship Companies.

SINGLE AND EXCURSION TICKETS by all routes to California, Florida, Canada, Mexico, Colorado, Yellowstone Park, Alaska, and all other places of interest.

STEAMSHIP TICKETS to all European Points, also to Australia, New Zealand, Honolulu, India, China, Japan, South Africa, Bermuda, West Indies, Windward Islands, etc., etc.

CIRCULAR TICKETS at Reduced Rates for any route through Great Britain, Ireland, the Continent, Egypt, Palestine and around the world.

FOREIGN BANKING DEPARTMENT. Drafts and Money Orders issued on all points of the world. Circular Notes and Letters of Credit issued, and payments made on those issued by principal American and European Bankers.

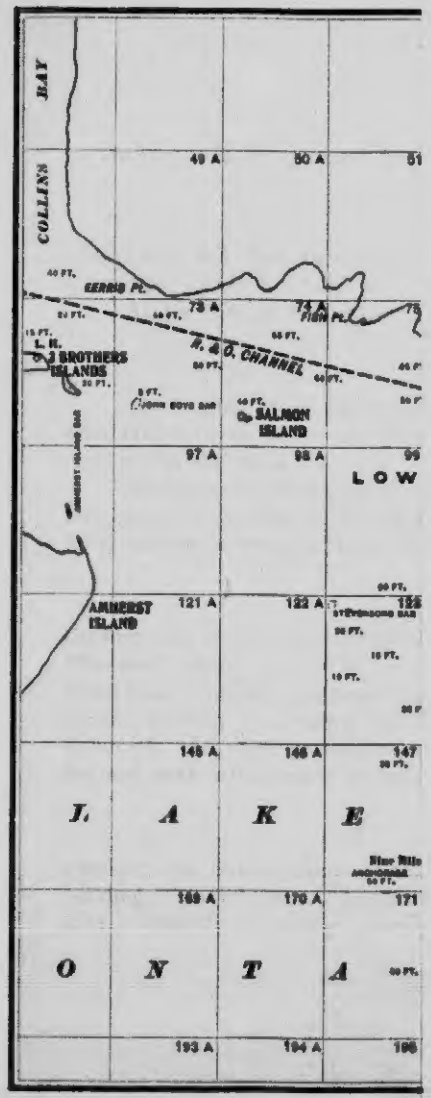
OFFICES:

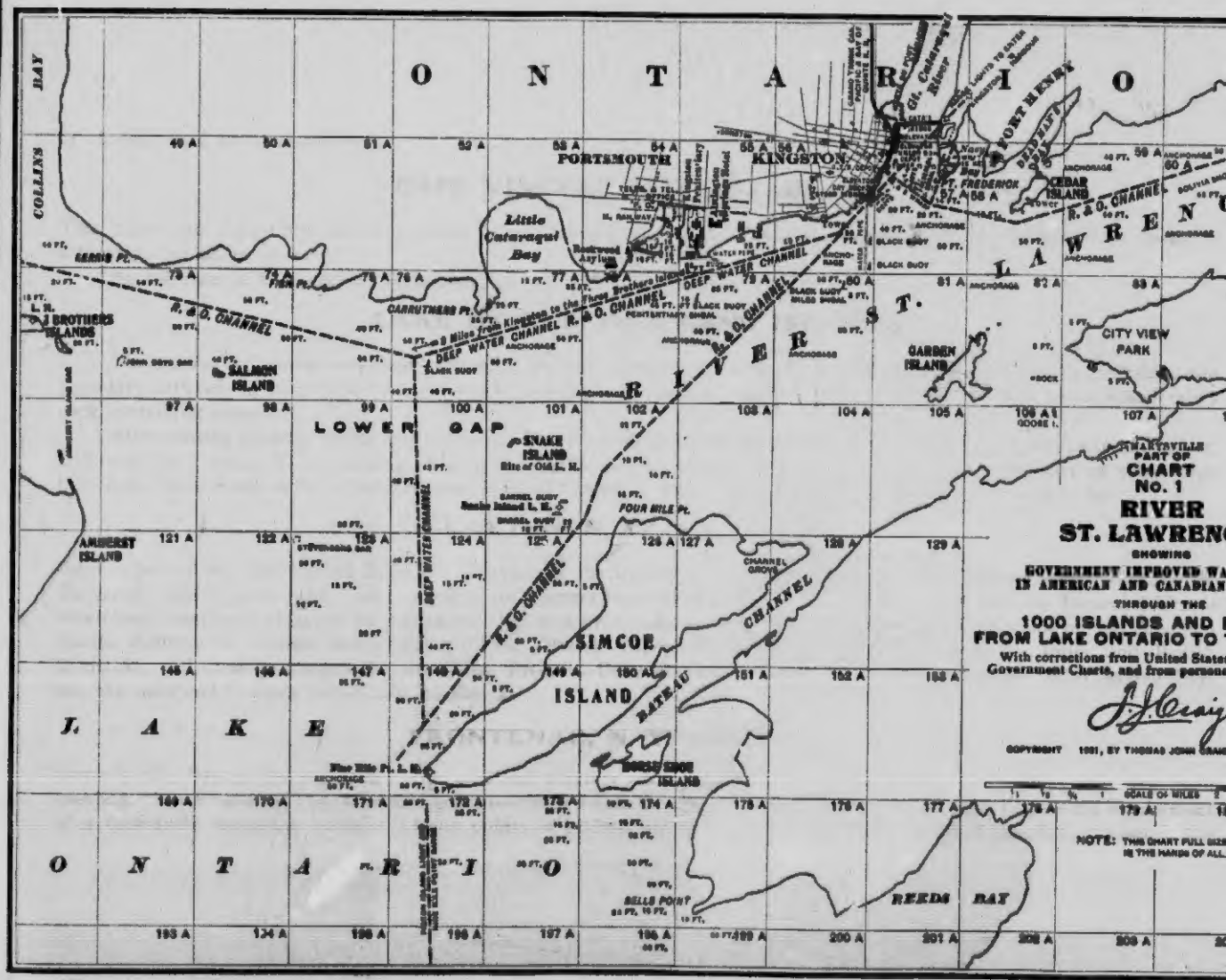
25 Union Square, NEW YORK CITY.

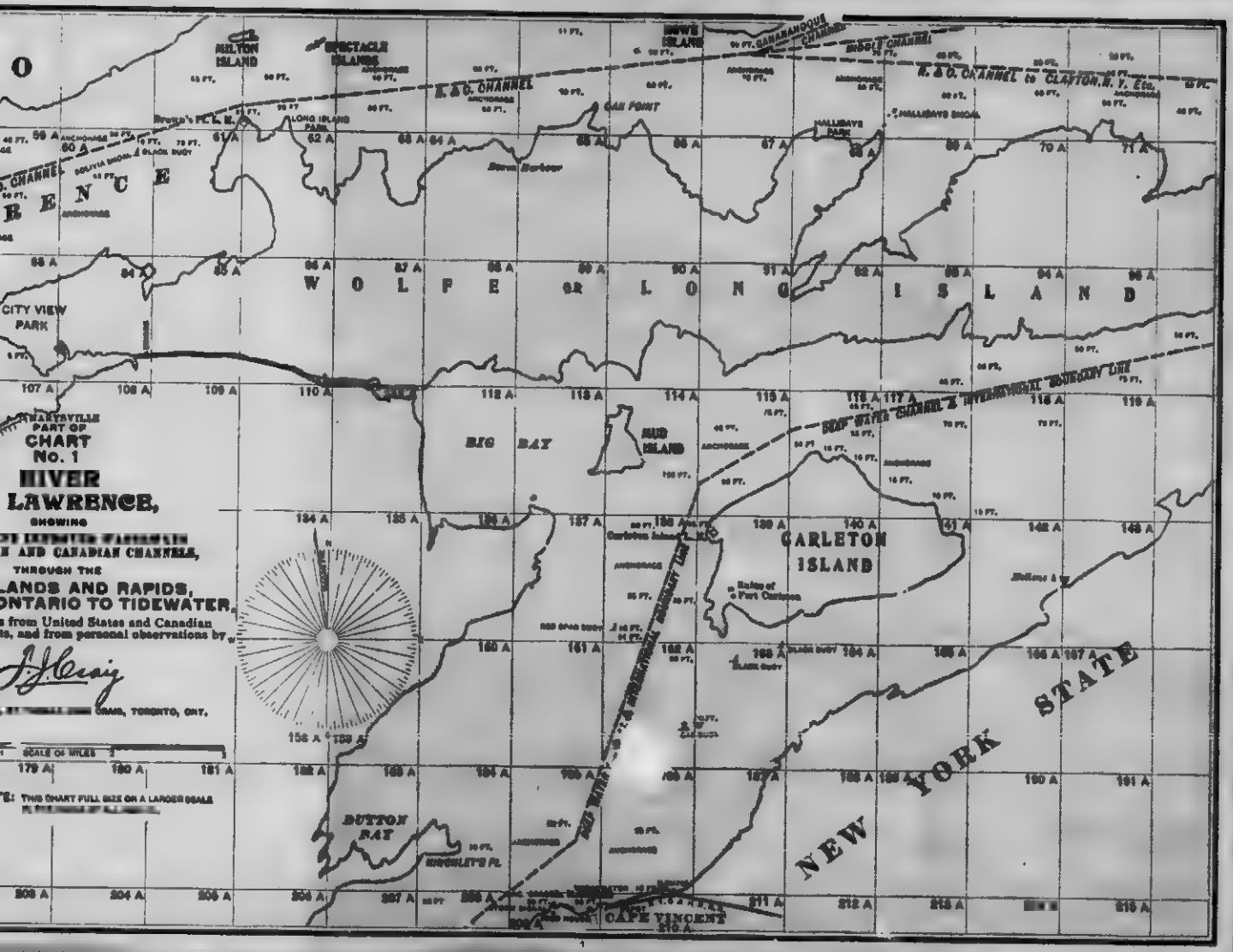
296 Washington Street, BOSTON, MASS.

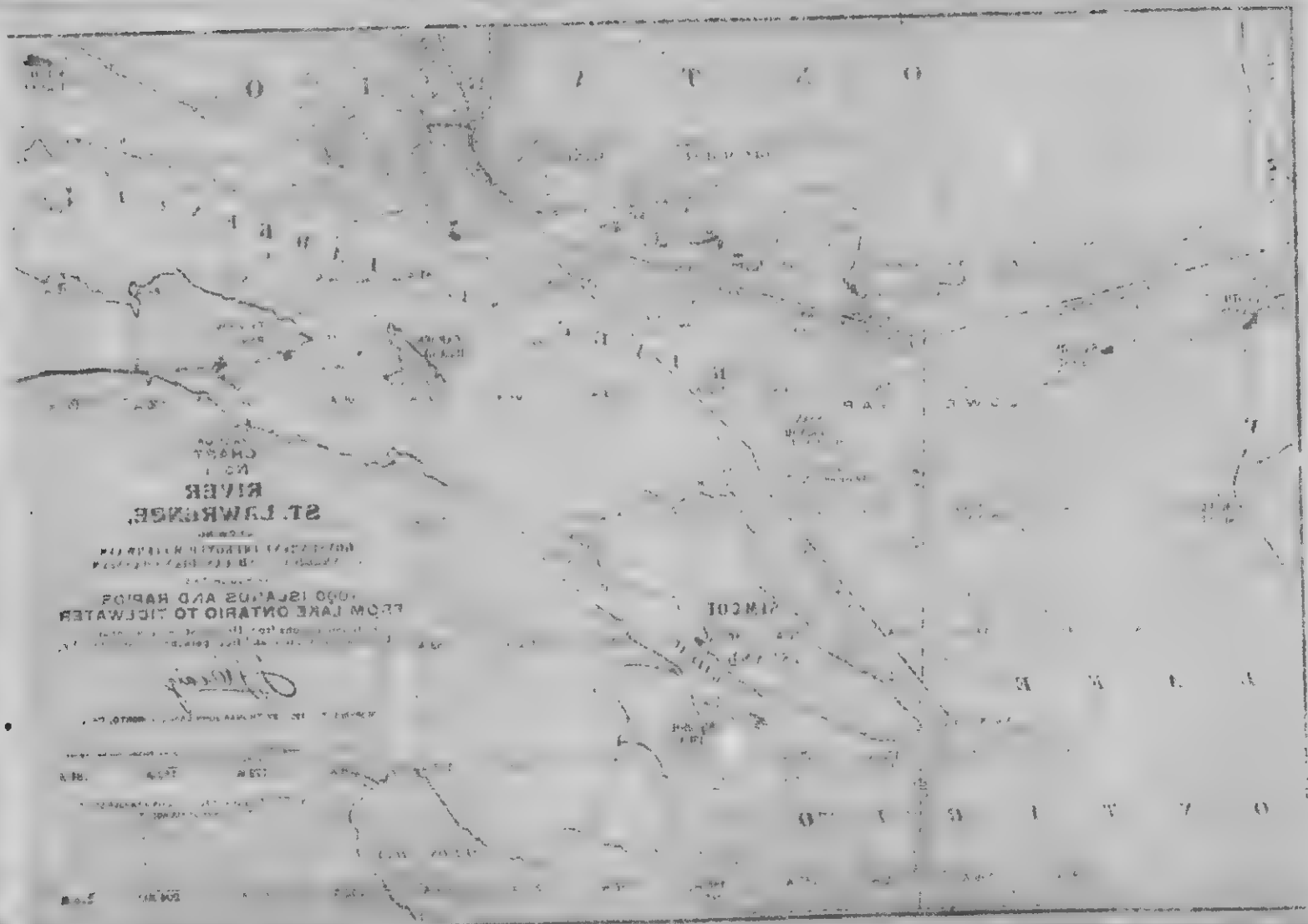
1005 Chestnut Street, PHILADELPHIA, PA.

Agencies and correspondents in all the principal cities of the U. S., Europe and the Orient.


BAY
COLLINS
49 A
50 A
51
40 FT.
FERRIS PT.
73 A
74 A
FISH PT.
75
L. H.
3 BROTHERS ISLANDS
N. & O. CHANNEL
SALMON ISLAND
97 A
98 A
99
LOW
AMHERST ISLAND
121 A
122 A
123
STEVENSONS BAR
145 A
146 A
147
L A K E
169 A
170 A
171
O N T A
193 A
194 A
195


PART OF
CHART
No. 1
RIVER
ST. LAWRENC
SHOWING
GOVERNMENT IMPROVED WA
IN AMERICAN AND CANADIAN
THROUGH THE
1000 ISLANDS AND
FROM LAKE ONTARIO TO
With corrections from United State
Government Charts, and from persona
COPYRIGHT 1901, BY THOMAS JOHN
SCALE OF MILES
NOTE: THIS CHART FULL SIZE
IS THE HANDS OF ALL
ONTARIO
KINGSTON
PORTSMOUTH
FORT HENRY
FT. FREDERICK
CEDAR ISLANDS
R. & O. CHANNEL
ST. LAWRENCE RIVER
Little Cataraqui Bay
Rideau Asylum
Penitentiary
DEEP WATER CHANNEL
CARRUTHERS PT.
FIVE MILE PT.
FOUR MILE PT.
LOWER GAP
SNAKE ISLAND
Site of Old L. H.
SALMON ISLAND
L. H. J BROTHERS ISLANDS
AMHERST ISLAND
GARDEN ISLAND
CITY VIEW PARK
MARYSVILLE
SIMCOE ISLAND
RATEAU CHANNEL
CHANNEL GROVE
LAKE ONTARIO
REEDS BAY
BELLS POINT
COLLINS BAY


O
BELTON ISLAND
SPECTACLE ISLANDS
HOWE ISLAND
R. & O. CHANNEL
R. & O. CHANNEL to CLAYTON, N. Y. Etc.
GAS POINT
LONG ISLAND PARK
HALLIDAYS PARK
E N C E
W O L F E OR L O N G I S L A N D
CITY VIEW PARK
BIG BAY
MUD ISLAND
CARLETON ISLAND
NEW YORK STATE
BUTTON BAY
CAPE VINCENT
PART OF
CHART
No. 1
RIVER
LAWRENCE,
SHOWING
AND CANADIAN CHANNELS,
THROUGH THE
LANDS AND RAPIDS,
ONTARIO TO TIDEWATER,
from United States and Canadian
s, and from personal observations by
SCALE OF MILES
TORONTO, ONT.



or channel used by steamers from

CAPE VINCENT, N. Y. *(Population 2,000).*

This place and Fort Carleton, on Carleton Island immediately opposite, was a rendezvous of the United States forces in attacking Canada in 1812–15.

At the foot of Wolfe Island is the head of

LAKE OF THE THOUSAND ISLANDS.

The number of islands is variously estimated all the way from 1,000 to 1,700, but the commissioners, to determine the boundary between the United States and Canada, found the Thousand Islands to number 1,692, reckoning as an island every rock containing trees.

After passing Hickory Island and the foot of Wolfe Island the steamer rounds the Blanket Islands, in American waters, and heads for Clayton, N. Y., passing close to St. Lawrence Club House, Prospect Park, beautifully situated on three large hills, opposite to which is the palatial summer home of Charles G. Emery, New York. The whistle now sounds for

CLAYTON, N. Y. *(Population 3,000).*

the first port of call after leaving Kingston. Clayton is the termini of the New York Central & Hudson River Railroad for Thousand Islands ports. All trains arrive at and depart from the steamboat landing and connect with the Thousand Islands Steamboat Company's steamers for Alexandria Bay and intermediate ports; also to Kingston for all points on the Canadian Pacific Railway for Ottawa and all points in the Ottawa Valley, Montreal, Manitoba, Northwest Territories and British Columbia. All other passengers for Brockville, Prescott, Cornwall and Montreal take R. & O. steamers. After leaving Clayton the next call is made within ten minutes at

FRONTENAC, N. Y. *(Population 1,500).*

formerly the Baptist camp-ground. This excellent summer resort has grown to such immense proportions that the main building, "The Frontenac," has been enlarged three times within the last few years, and an annex erected to meet the requirement of a constantly increasing business. Many points of interest are now apparent in the labyrinth of islands to the left of the

steamer's course. The principal resorts are

"Murray Hill," "Grennell" and "Pullman Island" Hotels,

with many beautiful private summer residences between. The steamer now enters a narrow channel between Fisher's Landing and

THOUSAND ISLAND PARK *(Population 2,00[illegible])*

at the head of Wellsley Island, with splendid grounds nicely shaded and emerald-coated, and beautified with millions of flowers of variegated hues. This famous Methodist resort is known as the Chautauqua of the River St. Lawrence, the Sunday School Parliament having special attractions on its programme during July and August. The Park has also a splendid new hotel, "The Columbian." All steamers, excepting the lake boats of the R. & O. Co., stop at Thousand Island Park.

After passing Rock Island lighthouse a good view is had of Fine View House, Jolly Oaks, Hiawatha Castle, Island Kate, Peel Dock (where the Canadian steamer, "Sir Robert Peel," was burned by U. S. patriots in 1838). Immediately east on the right is St. Helena. This island flies both the stars and stripes and Canadian ensign, and is fortified with wooden cannon. Very close is

ST. LAWRENCE PARK,

with hotel "Lotus" and numerous pretty private cottages. A short distance to the east is Hill Crest, and

POINT VIVIAN,

a popular resort with many cozy cottages. The scene from the steamer's decks at this point of vantage is an enchanting one, and once seen can never be forgotten. The principal summer homes are: Island Royal, Rose and Gipsy Islands; Allegheny Point, Lindenhof (Frank Riter, Rochester, N. Y.), Seven Isles (connected by six bridges); Bellavista Lodge, Keowayden (J. W. Jackson, Plainfield, N. J.); Neh Mahbin, Palisades (G. T. Rafferty, Pittsburg, Pa.); Craigside (H. A. Laughlin, Pittsburg, Pa.), Comfort Island; Stony Crest (S. R. Van Duzer, Newburgh, N. Y., originally owned by H. H. Warner, the late Safe Cure manufacturer); Wauwinet, Cuba Island; The Devil's Oven (the cavity in the east end of this rocky island was one of the many hiding places of the famous U. S. patriot Bill Johnson); Cherry Island, Sunnyside, Stuyvesant Lodge and Casa Blanca (Louis Marx, New York), with statuary and illuminated fountain. Immediately to the right is "Edgewood Park Hotel," and on the left is the modest summer home of Clara Barton, of Red Cross fame. Then come the following more

luxurious homes: Hopewell Hall (Wm. C. Browning, New York); Castle Rest (Geo. M. Pullman); Welcome Island (Thousand Island Club Casino); Nobby Island (Henry R. Heath); St. Elmo Island (W. H. Hunt); Dewey Island (E. W. Dewey); Florence Island (H. S. Chandler); Imperial Island (H. S. Rafferty); and Heart Island (George C. Boldt)—all opposite to

ALEXANDRIA BAY, N. Y. *(Population 4,000),*

the metropolis of the Thousand Islands.

There is much to be seen in and around this and the other fashionable resorts commencing at Clayton. Tourists are recommended to procure a stop-over ticket from purser of steamer for at least one day, and enjoy a day's ramble or a search-light trip through the various channels not traversed by the large steamers. The illuminations alone are worth a stop over. The various cottages and hotels are trimmed from end to end with rows and pyramids of lights of various colors, many being entwined in blazing wreaths. The electrical power is supplied by cable from a central station at Alexandria Bay, the motion of the steamer bringing into changing view the different lights, with now and then a cross, star or other colored light between, and all mixed in with fireworks and shimmering foliage enchanting to look upon. Nor are the lights confined to land. On the surface of the water rows of floats are placed, on which is burned red, blue, yellow and white fires, that blend their various colors in rainbow fashion. Boats of all shapes and sizes pass to and fro trimmed in fanciful designs of lanterns, each adding to the general volume of flash and glare.

Alexandria Bay contains two of the largest summer hotels in the Thousand Islands, namely: "The New Thousand Island House" and "The New Crossman House"; also, "The New Marsden House" and "The Jefferson." There is also a public library and churches of many denominations. Tourists desiring information as to routes, etc., will find Cornwall Bros., general merchants and ticket agents, on wharf, a veritable bureau of information.

After a short delay at Alexandria Bay, the steamer passes Bonny Castle (late Dr. Holland) and the Ledges; and on passing Sunken Rock lighthouse, "New Westminster Park Hotel" comes into view at the foot of Wellsley Island. A steam ferry plies regularly between the Park and Alexandria Bay. Several groups of islands are now passed, containing: Manhattan Island (Hon. J. C. Spencer), St. John's Island (Hon. Chas. Donahue), Fairyland (Hayden Bros.), Huguenot Island (L. Hasbrouck), Deer Island (George D. Miller), Lotus Land (G. H. Robinson), Ina Island (Arthur T. Hagan), Little Lehigh (W. A. and R. H. Wilbur), Sport Island (E. P. Wilbur), Idlewild (Mrs. R. H. Eggleston), Summerland (a Rochester syndicate), Arcadian (E. A. Briggs), and Whiskey Island (unoccupied), which brings the steamer to the international boundary and grand finale of American summer palaces and wealth of harmonies.

R. H. Crunden & Co.

113 BROADWAY, NEW YORK

R. H. CRUNDEN & CO. maintain a large, permanent, efficient staff of officials to answer questions concerning travel to and through all countries of the world.....

ESTIMATES FURNISHED ON APPLICATION

Correspondence invited. No charge whatever for information. Travel tickets anywhere, any route, at lowest rates

Conducted Parties to Foreign Countries.

OFFICIAL AGENTS for New York Central Lines and connections, and other principal Trunk Lines, and all the leading transportation companies of the world

Only $60.00 *Fully Guaranteed*

COMPLETE WITH CARRYING CASE AND FULL ACCESSORIES.

Every Letter is visible as it is written.

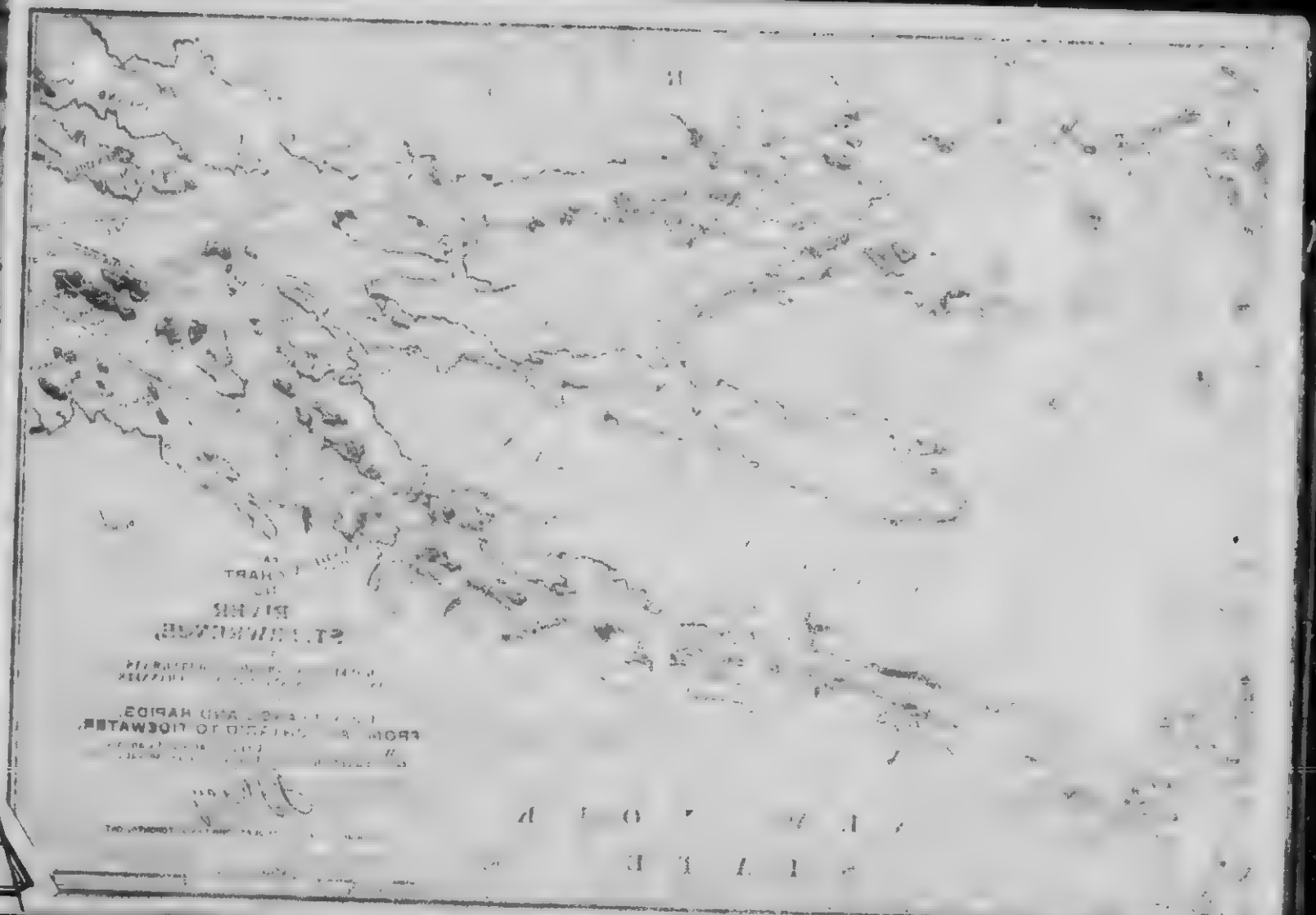
The alignment is positive and permanent.

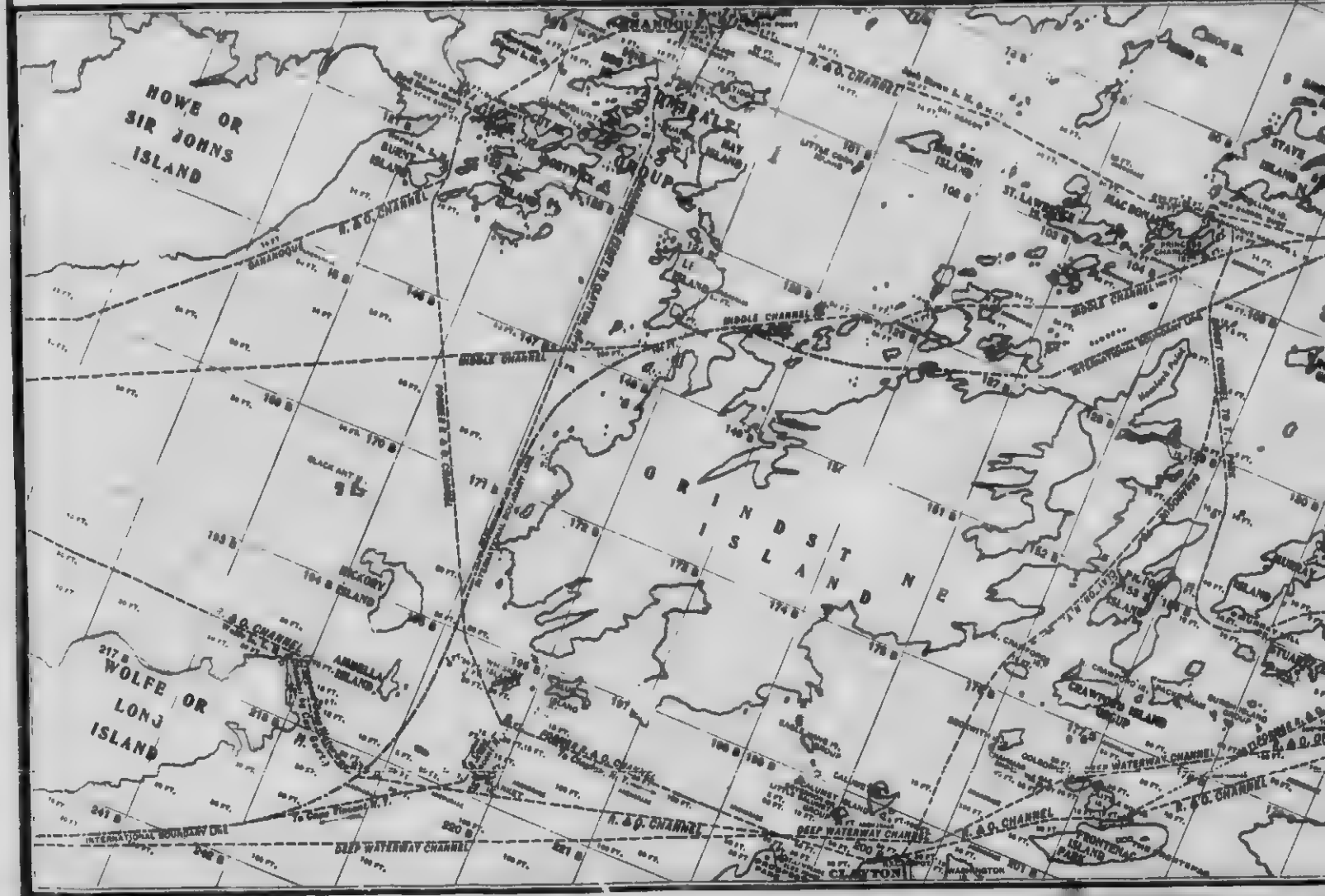
All the work done is perfectly seen by the operator.

...ADDRESS...

THE WILLIAMS MANUF'G CO. LIMITED,

MONTREAL, QUE.




HOWE OR
SIR JOHNS
ISLAND
WOLFE OR
LONG
ISLAND
GRINDSTONE ISLAND
R. & O. CHANNEL
MIDDLE CHANNEL
DEEP WATERWAY CHANNEL
INTERNATIONAL BOUNDARY LINE
CLAYTON
BRANDON
ST. LAWRENCE
BAY ISLAND
LE ISLAND
BURNT ISLAND
BLACK ART ISLAND
HICKORY ISLAND
ARNELLA ISLAND
CRAWFORD ISLAND GROUP
MONTERIAC ISLAND PARK
STAVE ISLAND
BUCKHORN
WASHINGTON

ONTARIO
NEW YORK STATE
MILL ISLAND
WELLESLEY ISLAND
LAKE
TAR ISLAND
STAVE ISLAND
N. & O. CHANNEL
OLD WATERWAY CHANNEL
PART OF
CHART
No. 2
RIVER
ST. LAWRENCE,
SHOWING
IN AMERICAN AND CANADIAN CHANNELS,
THROUGH THE
1000 ISLANDS AND RAPIDS,
FROM LAKE ONTARIO TO TIDEWATER.
With corrections from United States and Canadian Government Charts, and from personal observations by
NOTE: THIS CHART FULL SIZE OR A LARGER SCALE IN THE HANDS OF ALL ASSISTS.
COPYRIGHT 1901, BY THOMAS JOHN GRAY, TORONTO, ONT.

The steamer's course now lies past numerous picturesque islands noted more particularly for their native beauty of wood and rock and verdure. Soon the Lonely Brother and Three Sisters Islands (the center one of latter having a lighthouse) are passed, and presently a view of Chimney Island (No. 1) is had. The

STORY OF CHIMNEY ISLAND

is as follows:

Passengers on steamboats going up or down the River St. Lawrence can not fail to notice a massive chimney standing sentinel on a bare, rocky island, which takes its name from the one prominent feature on its landscape. John M. McMullen, author of the "History of Canada", a true encyclopedia of information regarding the early history of this section of country, has given the following historical sketch of the island:

"In October, 1799, over one hundred years ago, two half-breed hunters, who spoke a little English, made this island their headquarters and built a small hut at its northern end. They found abundance of game in the sparsely settled country of the interior, full of streams and lakes, and then the paradise of the hunter. As the winter wore on they were joined by a fine-looking French-Canadian of some thirty years of age, whose manner and appearance gave evidence of good birth and refinement, and who was treated with much deference and respect by the half-breeds. As spring approached a number of trees were cut down on the mainland and a large and handsome log house was built on the island.

"When navigation opened, lime was brought from Kingston, and a substantial stone chimney built, with the usual large fireplace for logs. Spring of 1800 was a fine one, and as May drew near its close, Nature was clad in her most beautiful garb. On the 28th of the month, at dawn of day, a large batteaux, deeply laden with furniture and other supplies of housekeeping, left Kingston harbor, and proceeded down the Canadian channel. It was rowed by two half-breed hunters, while in the stern sat the French-Canadian, and by his side a stately and very handsome woman of mixed white and Indian blood. The log house on Chimney Island became their home, and it was evident from the many solid comforts which prevailed both in and out of doors, that its owner was a man of wealth and refinement.

"The ensuing summer passed quickly away on that ideal river home, so suited to peace and love. The St. Lawrence then literally swarmed with fish, the densely wooded wilderness along its shores abounded with game of all sorts, and morning and evening the wild deer drank in its waters. What a paradise for the stalwart French-Canadian and his beautiful companion! Farmers from Mallorytown and its neighborhood occasionally visited the island, and were always hospitably treated, but never could learn anything definite as to who their entertainers were or whence they came. The fall of that year was an unusually dry one, and the forests put on their autumn hues and the leaves commenced to cover the ground earlier than was wont to be.

"On the 25th of October, two farmers of the Mallory settlement, named Enoch Mallory and Joseph Buck, went to hunt in the dense woods that covered the rough tract towards the south, and on the approach of evening found themselves on the

bank of the St. Lawrence, nearly opposite Chimney Island, which, to their great amazement, was from end to end one mass of seething flame. Every vestige of the commodious log dwelling had disappeared, the dry soil and underbrush and grass which covered it were fiercely burning, and vivid forks of fire ran up to the very tops of the trees. Fortunately a western wind prevailed at the time, which carried the flames out into the river and away from the mainland, or the whole district must have been desolated by fire. The island was visited as quickly as possible, but Mallory and his companions dare not land, so great was the heat.

"Coasting around it for some little distance they came to a small cove, and there, to their horror, in a half-burned canoe laid the dead body of the French-Canadian, stiff and stark, with a new Indian tomahawk buried deep in his brain. No trace of the female companion or of any other soul was discovered. News of this terrible trag was brought to Brockville, then a little hamlet, next day, and Thomas Sherwood, the principal magistrate of the district, up the river at once to make the necessary legal inquiries. While an inquest was being held, the two half-breeds, who had been hunting in the interior, made their appearance, but they evidently knew nothing about the tragedy, and were either unable or unwilling to give any information as to who the murdered man really was. By and by the tragic story reached Toronto, then called Little York, and Maj.-Gen. Hunter, then Lieutenant-Governor of Upper Canada, directed Peter Cartwright, the district judge of Kingston, to make an inquiry and report upon all the circumstances. His report, which was published in the little provincial 'Gazette,' revealed nothing beyond what was already known, and the whole matter gradually passed into oblivion. But the treeless and barren island and the solitary chimney still remain as mute monuments to the terrible tragedy and the wasting fire which followed its commission."

Soon Chippewa Point is reached and Cross-Over light passed, which brings the steamer into Canadian waters again.

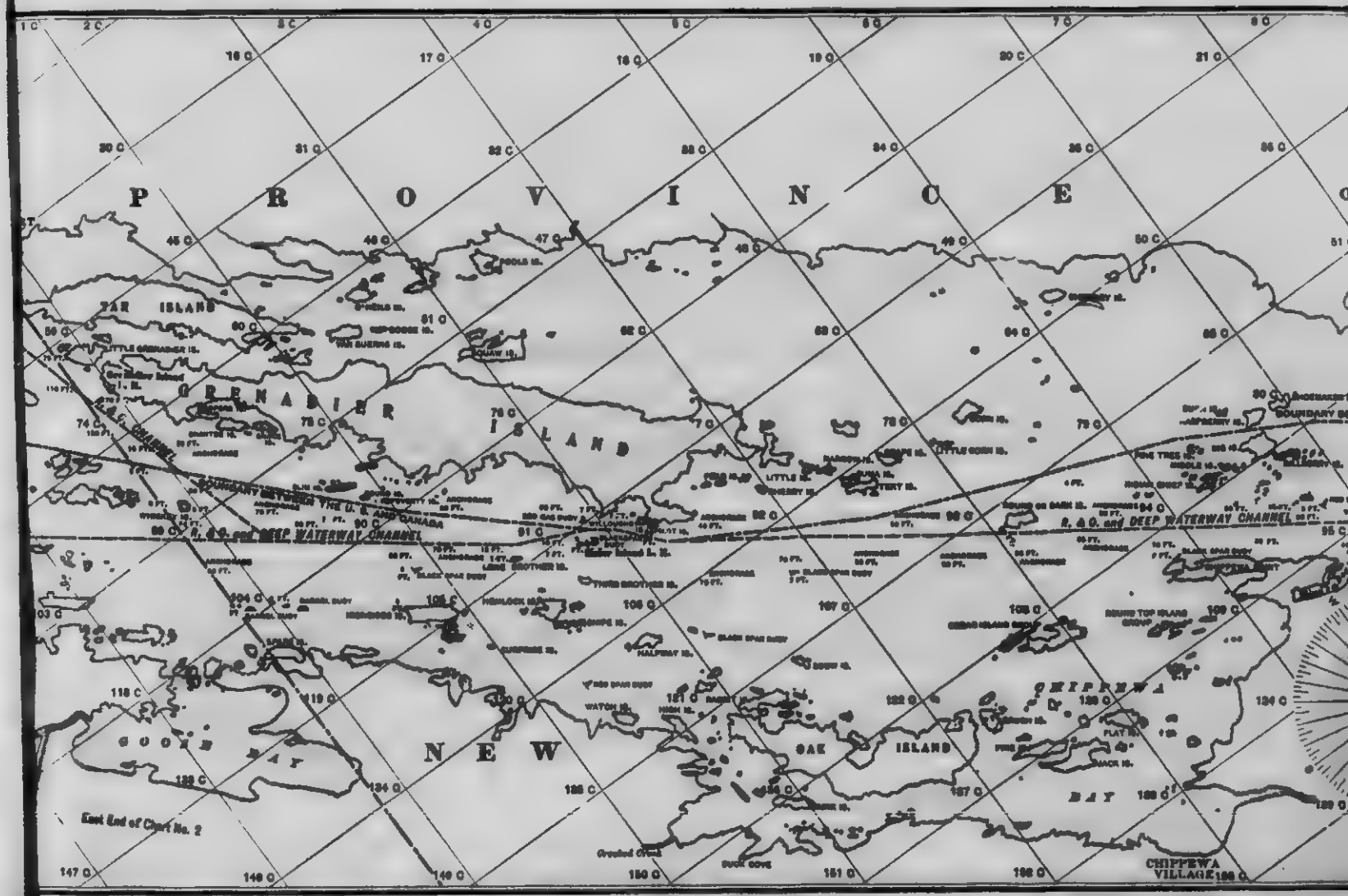
UNION PARK,

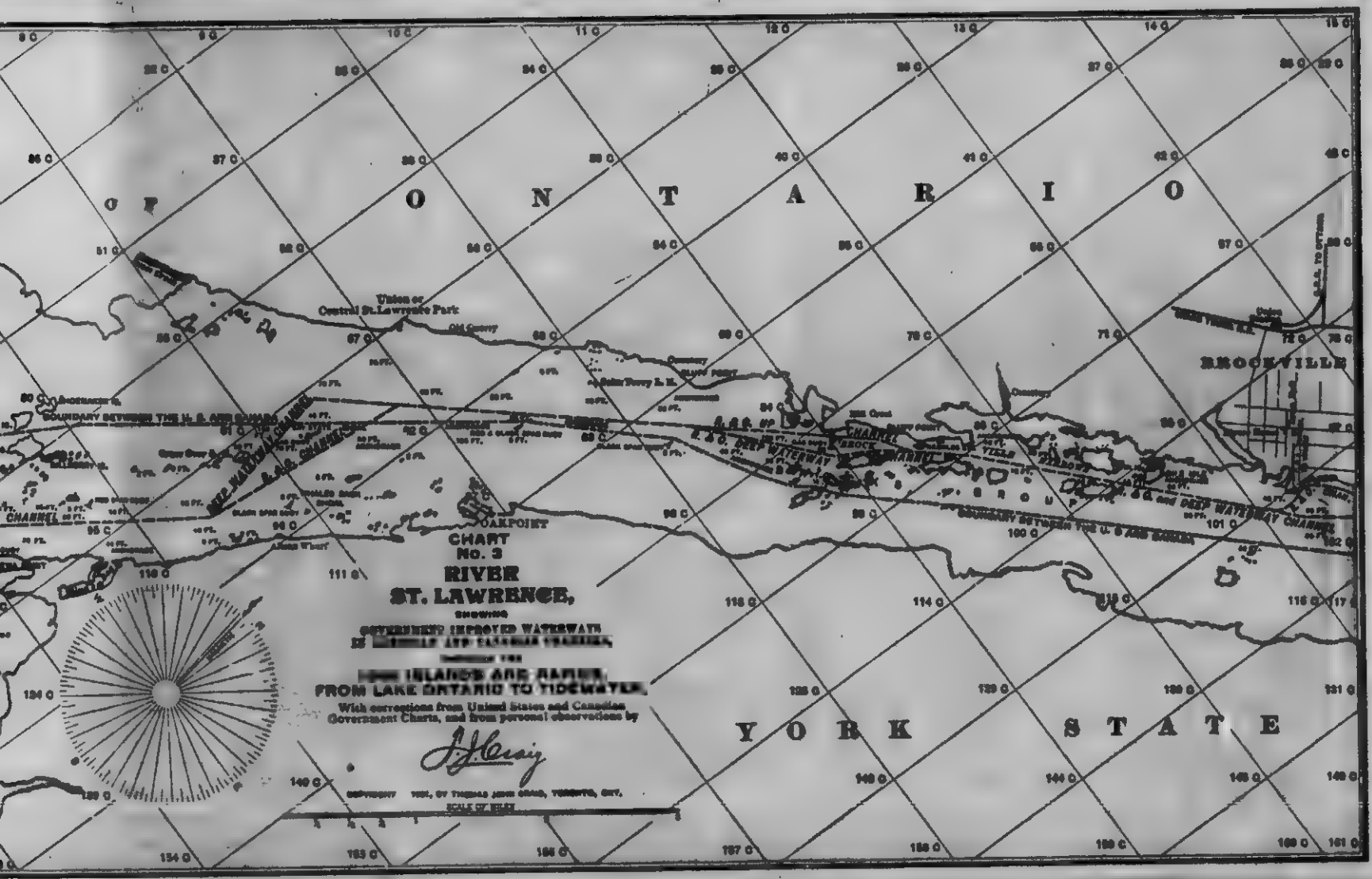
formerly the Methodists' Canadian camp-ground, lies almost directly ahead. It is beautifully situated on the summit of a lofty shore, fringed with heavy forest growth overlooking a pretty ravine. As a resort it is liberally patronized by the citizens of Brockville and other river ports, who have built many pretty cottages. A steamer plies regularly between Brockville and the Park. Cole's Ferry lighthouse is quickly passed, and the steamer rushes through

BROCK'S GROUP OF ISLANDS,

or Brockville Narrows. The main shore and islands to the north of the steamboat channel are dotted with neat summer cottages as far as

CHART
NO. 2
RIVER
ST. LAWRENCE.
1000 ISLANDS AND RAPIDS
FROM LAKE ONTARIO TO TIDEWATER
Y O R K S T A T E


P R O V I N C E
GRENADIER ISLAND
NEW
OAK ISLAND
CHIPPEWA
BAY
CHIPPEWA VILLAGE
R. & O. DEEP WATERWAY CHANNEL
BOUNDARY BETWEEN THE U. S. AND CANADA
East End of Chart No. 2


O N T A R I O
Union or
Central St. Lawrence Park
BROCKVILLE
OAKPOINT
CHART
No. 3
RIVER
ST. LAWRENCE,
SHOWING
GOVERNMENT IMPROVED WATERWAYS
ISLANDS AND RAPIDS,
FROM LAKE ONTARIO TO TIDEWATER,
With corrections from United States and Canadian
Government Charts, and from personal observations by
Y O R K S T A T E

Ь В О А І Z С Е

BROCKVILLE (Population, 10,000).

pleasantly situated one mile east of Brock's group, and is considered the greatest boating town of its size in Canada. It is a divisional point on the Grand Trunk Railway, also a point of transfer, by ferry, between the Canadian Pacific and New York Central & Hudson River railroads, at Morristown, N. Y. For a mile after leaving Brockville a number of palatial homes adorn the abrupt elevated coast, after which Brockville Hospital for the Insane is seen to good advantage.

Presently the village of Maitland is passed, as is also the Little Blue Church and Tomb of Barbara Heck, one of the founders of Methodism in Canada. It is only twenty minutes sail till all passengers for Prescott, Cornwall and Montreal transfer to steamer shooting the rapids.

PRESCOTT (Population 5,000),

where all passengers transfer. On account of its fortifications, Fort Wellington and the Windmill (the latter is now used as a lighthouse) it played an important part in the early history of Canada during the War of 1812 between the United States and Great Britain; and also during the Rebellion of 1837, led by Van Schultz. Prescott is also a point of transfer, by ferry, between the Canadian Pacific and New York Central & Hudson River railroads, at Ogdensburg, N. Y. All trains of the Grand Trunk Railway stop at Prescott.

☞ On leaving Prescott, passengers should note time of departure of steamer and compare it with time-table in *heavy type* at all the rapids and other important points on *Charts*. For instance, the steamer is scheduled to leave Prescott at 10.15 A. M. in summer, and is due to reach Adams' Island, at head of the Galop Rapids at 10.45. If there is any difference between the schedule and actual time of arrival at Adams' Island and the Galop Rapids the same difference will apply to time-table for the balance of the journey to Montreal. If the steamer is ahead of time the same rule will apply. Before reaching the first rapid the steamer passes the City of Ogdensburg, N. Y., Windmill Point lighthouse and Point Airy or New York State Hospital for the Insane; also Chimney Island (No. 2) or Isle Royal, on which was erected Fort Levis, whose fortifications were begun by Chevalier de Levis in the summer of 1759.

Mante, an English historian, describes the fortifications on the island in the following language:

"The border of the island was set with the trunks of trees, having their tops still on and firmly set in the ground, so as to present an impenetrable abattis of bush on every side but the landing at the lower end. Within this was a breastwork of earth,

and behind this a ditch filled with water, through the middle of which there ran a stockade of strong, sharpened pickets closely set and sloping outwards. Inside of the ditch stood the fort proper, consisting of a parapet, filled with earth, with a line of strong, sharpened pickets sloping out over the ditch, and platforms for cannon, in the center of works the magazines and quarters. The lower point of the island was not included within the ditch and parapet, but had defensive works sufficient to prevent the landing of boats."

The first combat of the British and the French was a naval engagement, each side having a fleet of small vessels, and after several days fighting the fort capitulated and General Amherst renamed the fort "William Augustus". The batteries were, however, leveled and the fortifications destroyed, the chimney only being left standing. Chimney Island subsequently came into the possession of the United States.

While viewing Chimney Island the steamer is passing through the Canadian Government's New North Channel or Improved Deep Waterway, a gigantic work under construction by M. A. Cleveland at a cost of $1,500,000. This new waterway is three hundred feet wide and sixteen feet deep, and was designed to give an all Canadian route from Prescott to Montreal.

All interest now points to the

GALOP RAPIDS,

the first of the series, a mild, yet dangerous, rapid for small steamers. Many steamers have sufficient power to ascend the south or up channel to avoid delay in canal. It takes two minutes to run the rapids.

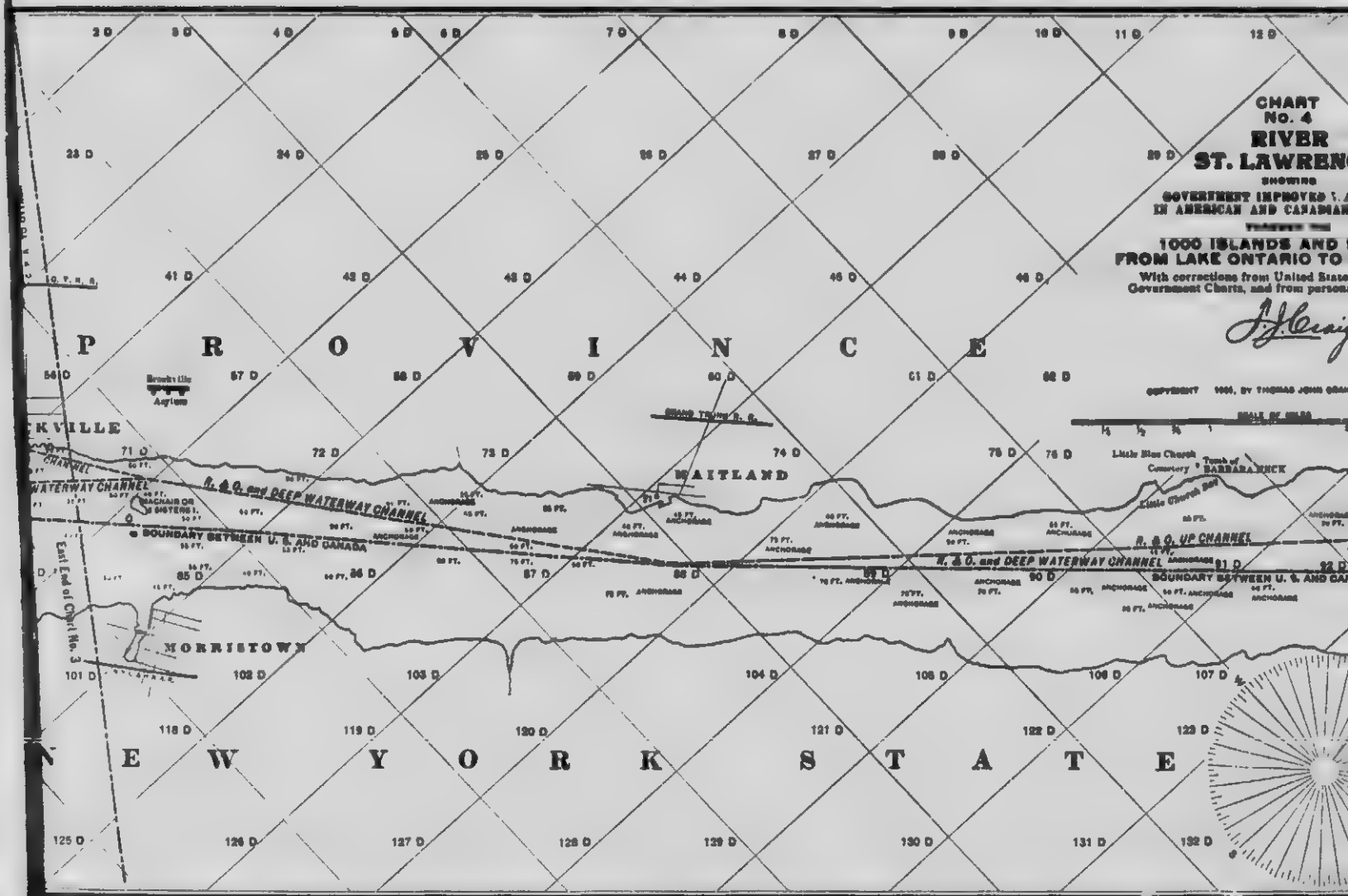


CHART
NO. 4
RIVER
ST. LAWRENC
SHOWING
GOVERNMENT IMPROVED
IN AMERICAN AND CANADIAN
1000 ISLANDS AND
FROM LAKE ONTARIO TO
With corrections from United State
Government Charts, and from person
P R O V I N C E
N E W Y O R K S T A T E
WAITLAND
MORRISTOWN
R. & O. and DEEP WATERWAY CHANNEL
BOUNDARY BETWEEN U. S. AND CANADA
R. & O. UP CHANNEL
Little Blue Church
Cemetery
Tomb of
BARBARA HECK
Brockville
Asylum
MACHAIR OR
(3 SISTERS)
East End of Chart No. 3
COPYRIGHT 1906, BY THOMAS JOHN GRA
SCALE OF MILES

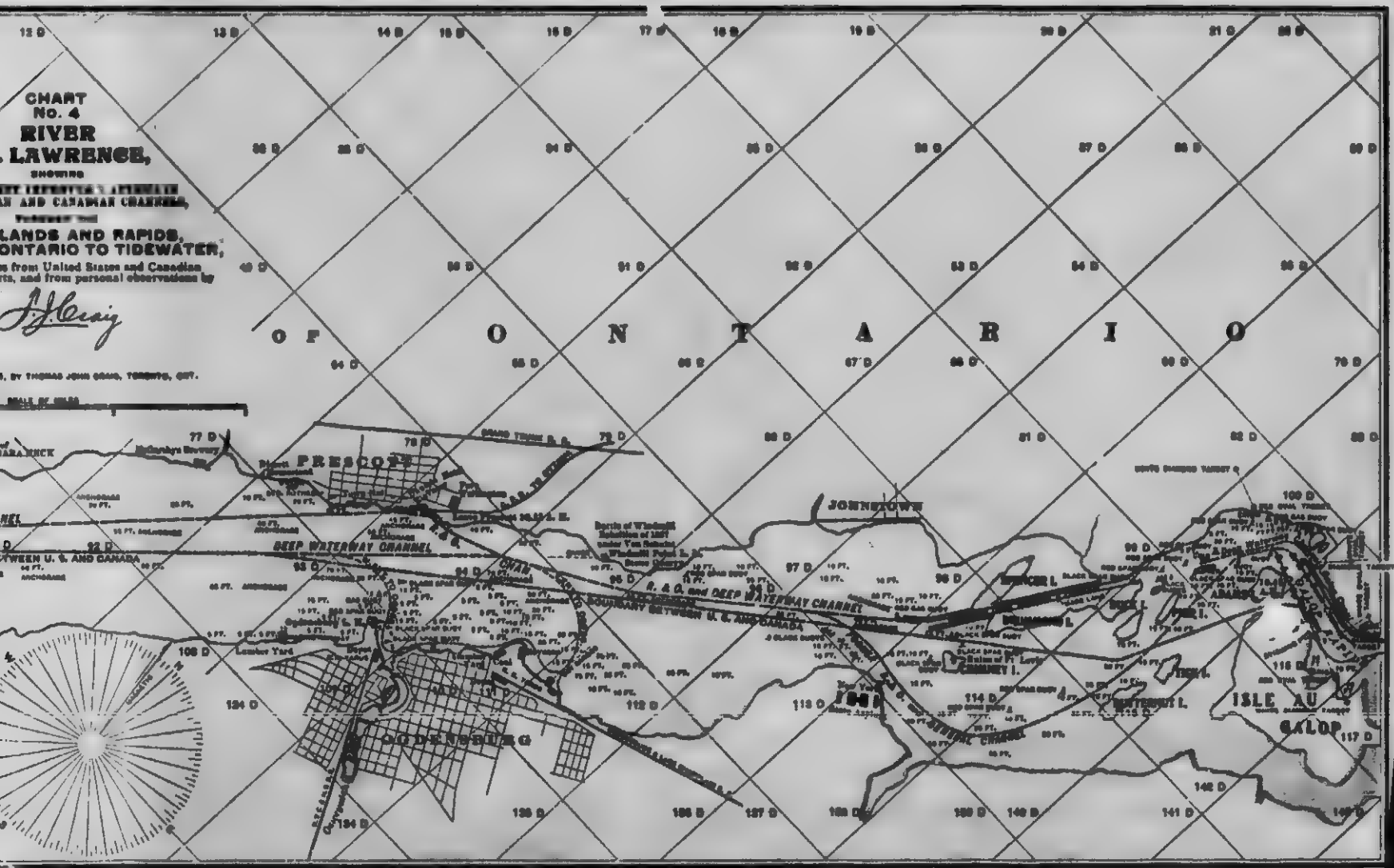


CHART
No. 4
RIVER
. LAWRENCE,
LANDS AND RAPIDS,
ONTARIO TO TIDEWATER,
O F O N T A R I O
PRESCOTT
DEEP WATERWAY CHANNEL
JOHNSTOWN
OGDENSBURG
ISLE AU
GALOP

five minutes to reach Cardinal (population 1,400), noted for its starch works, etc , and thirty minutes to go the entire length of the Galop canal to

IROQUOIS *(Population 1,100).*

A sail of seven minutes brings the steamer to Pine Tree Point, the narrowest spot on the River St. Lawrence In the apple orchard, close to the river's bank on the Canadian side, may be seen embankments erected in 1837 to repel invaders from the opposite shore.

The next important point is the

RAPID DU PLAT,

reached in eight minutes, a somewhat wilder rapid than the previous one, yet powerful steamers can ascend it. At the foot of the rapids is

MORRISBURG *(Population 1,700).*

the town of churches.

If dinner (the last meal served to passengers before reaching Montreal) has been announced there is ample time to partake of it and enjoy the scenery from the dining-room before reaching the next rapid. Soon after passing Morrisburg a stone shaft marks the scene of the battle of Chrysler's Farm, 1812–13.

Kingston Marine Foundry

ESTIMATES FURNISHED ON ALL KINDS OF

ENGINES AND BOILERS.

Repairs neatly, quickly and cheaply made.

Makers of Carroll's Celebrated Propeller Wheels.

SELBY & YOULDEN, Proprietors, KINGSTON, ONT.

THE NORTH AMERICAN TRANSPORTATION CO. (Ltd.),

(In Connection with Intercolonial Railway.)

STEAMER "ADMIRAL"

Leaves Dalhousie, N. B., every Wednesday and Saturday at 4.30 A. M. Returning leaves Gaspe, Que., every Monday and Thursday at 1.00 A. M. Connecting with Intercolonial Railway trains for all points East and West.

M. P. CONNOLLY, *Freight and Passenger Agent,*
40 Dalhousie Street, QUEBEC, QUE.

THOUSAND ISLANDS TOURIST AGENCY

Comfortable and speedy Steam Launches, Steam Yachts, and Passenger Steamers for Sale. Also for Charter by the day, week, month or season.

Excursions made through this agency pass all points of interest on the River St. Lawrence, Rideau Lakes, Bay of Quinte and Lake Ontario.

A few Islands with Summer Cottages to Let and for Sale.

☞Terms for advertising in "Craig's A, B, C Key to River St. Lawrence Channels, Tourist edition," on application.

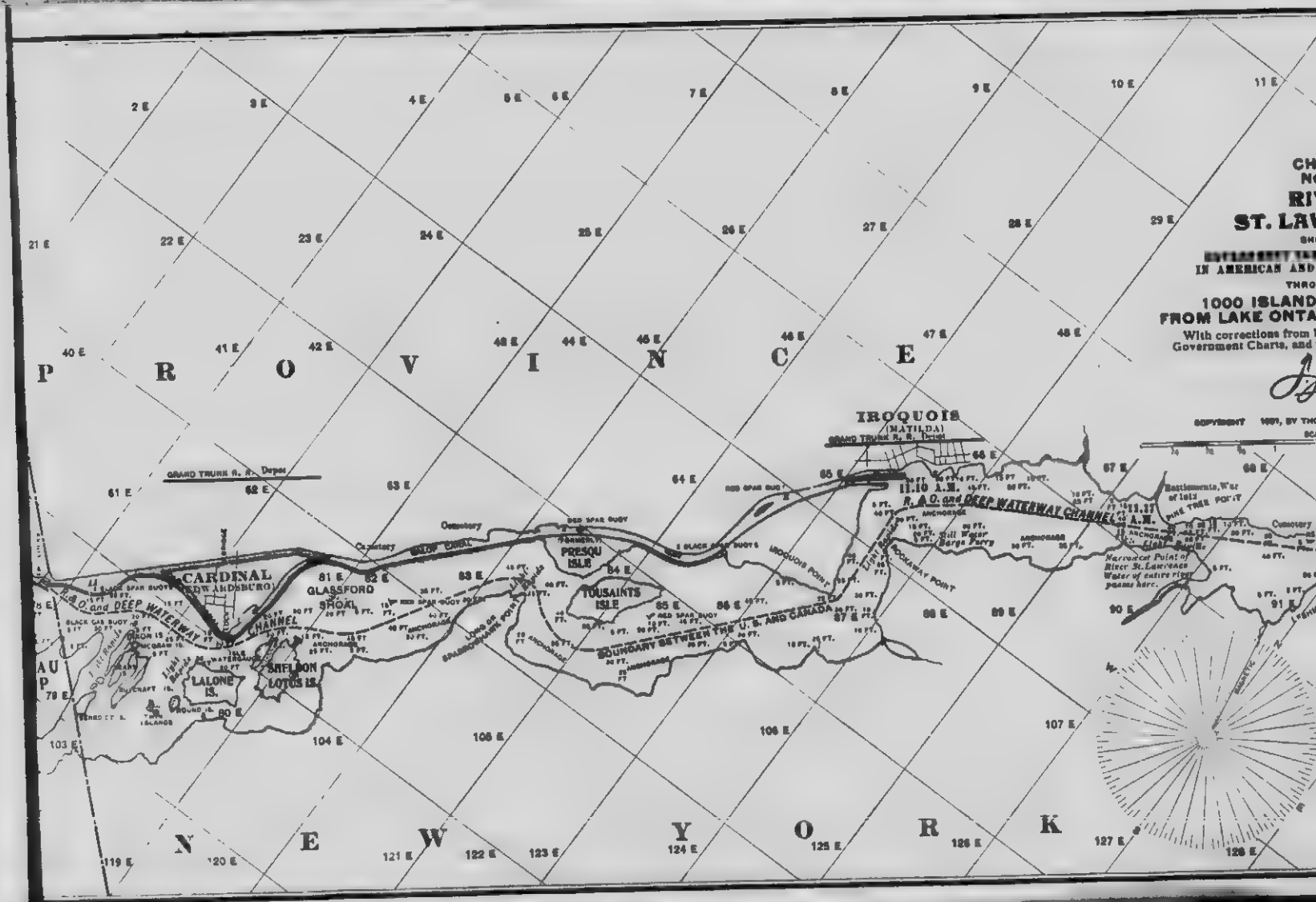
FOR FULL INFORMATION, ADDRESS,

T. J. CRAIG, Manager. KINGSTON, ONT.

NCY

ale.
vrence

ONT.


CH
NO
RI
ST. LAW
IN AMERICAN AND
THRO
1000 ISLAND
FROM LAKE ONTA
With corrections from
Government Charts, and
P R O V I N C E
N E W Y O R K
IROQUOIS
(MATILDA)
GRAND TRUNK R. R. Depot
CARDINAL
(EDWARDSBURG)
GLASSFORD SHOAL
PRESQU ISLE
TOUSAINTS ISLE
LALONE IS.
SHELDON
LOTUS IS.
R. & O. and DEEP WATERWAY CHANNEL
BOUNDARY BETWEEN THE U. S. AND CANADA
11.10 A.M.
11.17 A.M.
Cemetery
Narrowest Point of River St. Lawrence
Water of entire river passes here.

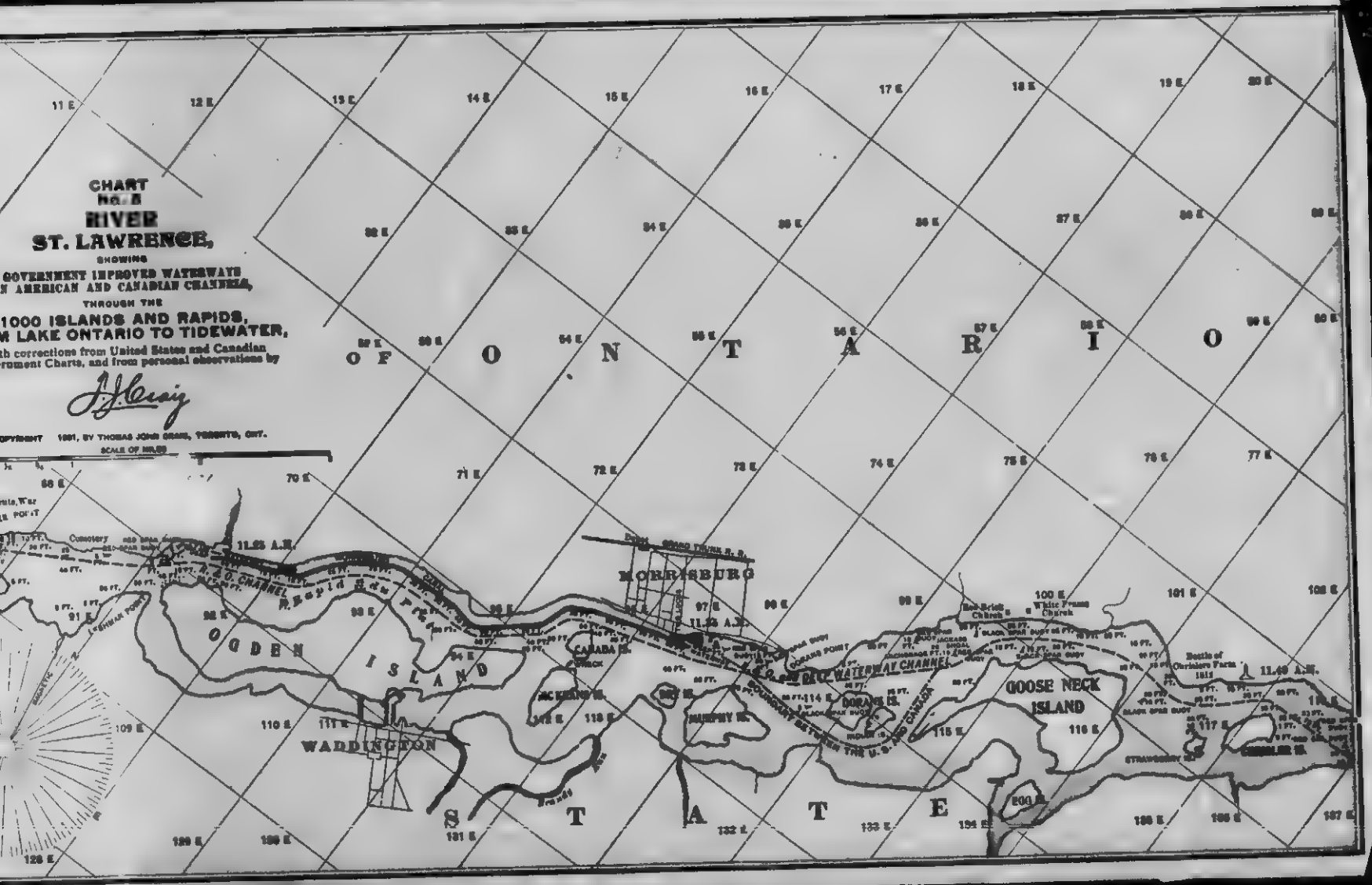
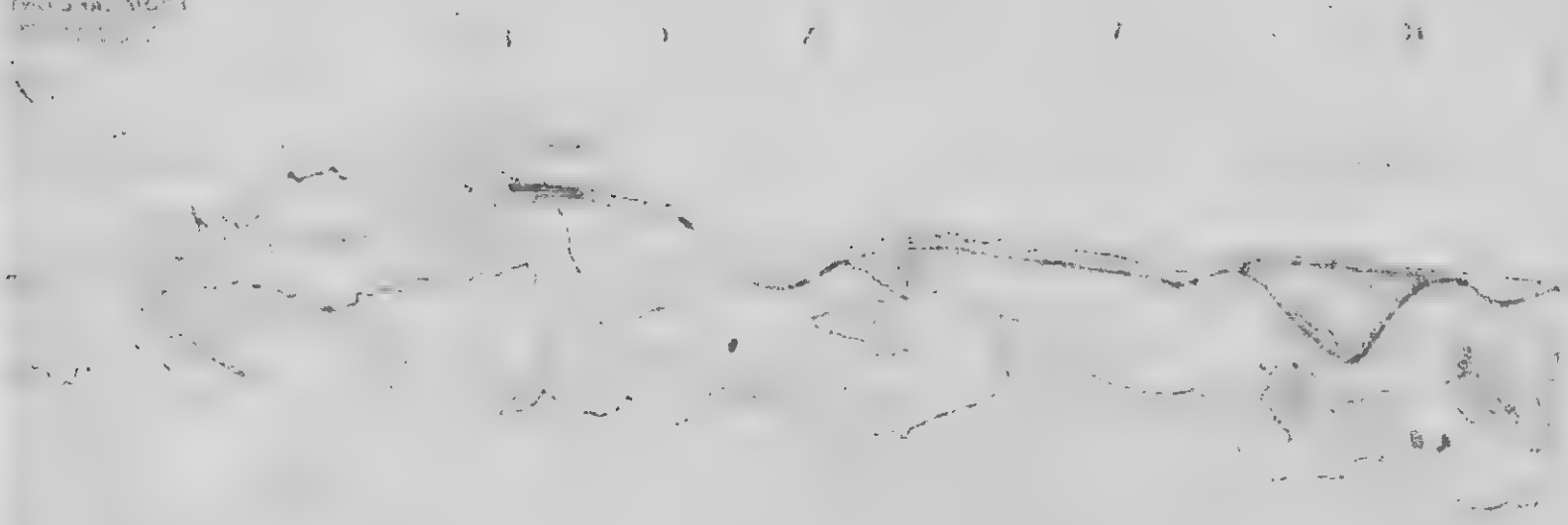


CHART
No. 8
RIVER
ST. LAWRENCE,
SHOWING
GOVERNMENT IMPROVED WATERWAYS
N AMERICAN AND CANADIAN CHANNELS,
THROUGH THE
1000 ISLANDS AND RAPIDS,
M LAKE ONTARIO TO TIDEWATER,
th corrections from United States and Canadian
rnment Charts, and from personal observations by
OF ONTARIO
MORRISBURG
OGDEN ISLAND
WADDINGTON
GOOSE NECK ISLAND
STATE
11.25 A.M.
11.40 A.M.



Then in nineteen minutes we have

FARREN'S POINT RAPID,

the mildest of the series. It requires but twenty minutes to reach

DICKINSON'S LANDING.

Listen! Do you hear it? From where you're now standing
You can hear the roar of the rapids near Dickinson's Landing.
Watch how the waters seem to gather together,
Rushing along with the maddest endeavor
As if all their forces together were banding
To shatter the rapids near Dickinson's Landing.

Did you see that long rope which a young lad was handing
To a man on the wharf at Dickinson's Landing?
Well, a story is told of that very same rope:
It helped save a man who had given up hope.
He was out in a boat without understanding
The ways of the rapids near Dickinson's Landing.

Young Bill saw him coming from where he was standing
To his death in the rapids near Dickinson's Landing.
At the lighthouse was Billy when he first saw the boat:
Some of the boys were there fishing.
Bill took off his coat.
"Here! lend me that rope," said Billy, commanding,
"He mustn't die in the rapids near Dickinson's Landing."

"He'll pass close by the wall," continued Billy, commanding,
As he swept to the rapids near Dickinson's Landing.
"I'll dive for the boat and if I can I'll fix a noose,
And then you know, boys, you must pull like the deuce,
For I'd sooner not die through that blessed boat stranding
Down in the rapids near Dickinson's Landing."

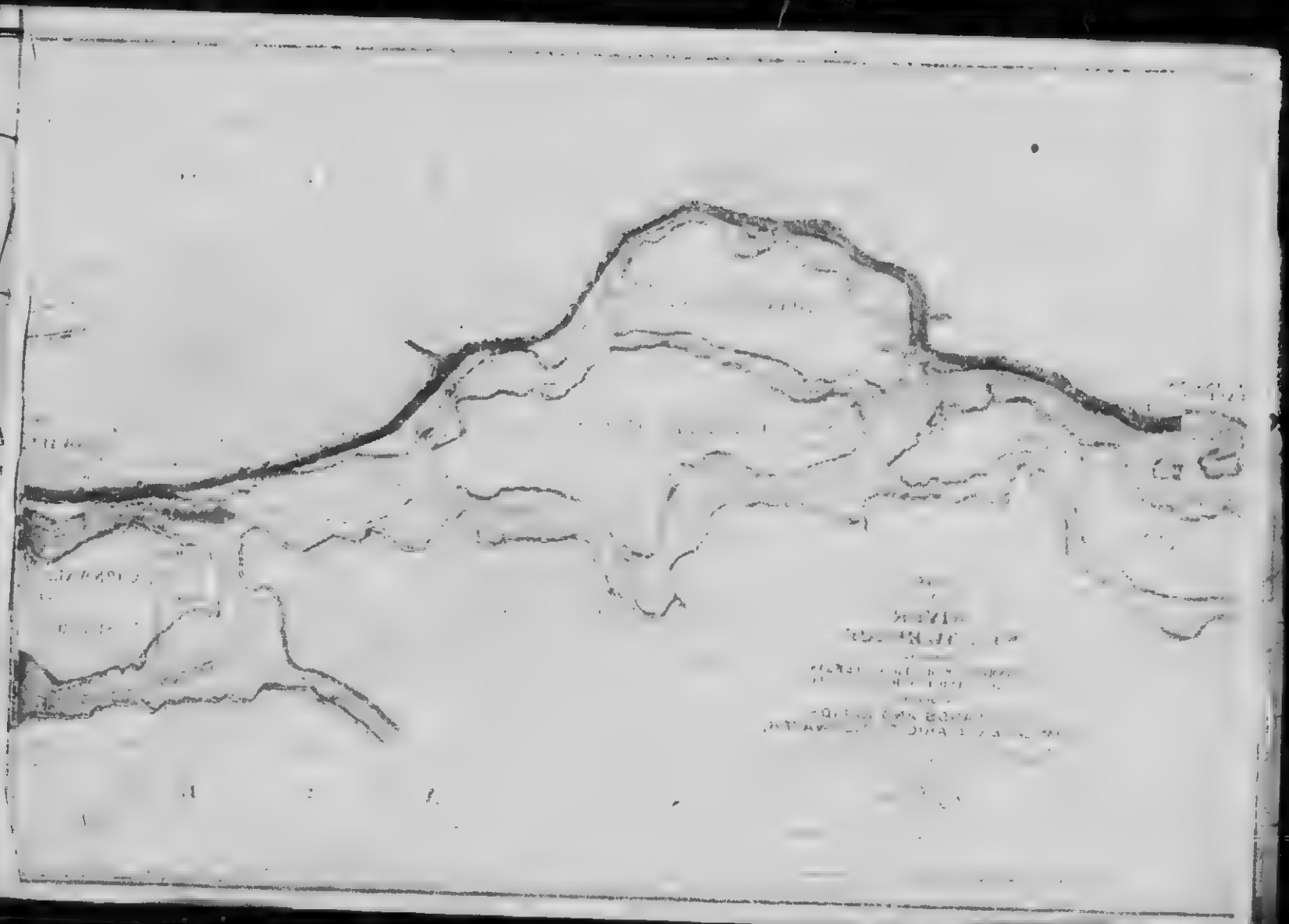
Then he sprang, like a horse from the iron of branding,
Into the river near Dickinson's Landing.
He missed the boat once, but caught it at last
And fastened the noose tight on to the mast;
Then the strength of the boys, together all banding,
Drew boat and all from the rapids near Dickinson's Landing.

Did you say after this that drinks you were standing
As you hear the roar of the rapids at Dickinson's Landing?
Thanks! Here's good luck! But I ought to tell you
That the story I've told you isn't quite true.
Still from what I have said you'll get understanding
To keep out of the rapids near Dickinson's Landing.—A. K.

Now comes the turbulent

LONG SAULT RAPIDS,

more particularly noted for causing the steamer to make two heavy plunges at entrance or cellar, where there is a sudden engulfing of waters and, sometimes, dashing of spray on passengers on the forward part of the bow deck. This and subsequent heavy swells at the foot of the rapids consumes but ten minutes. Dinner is announced again and the steamer makes the letter "S" in traversing the only regular channel, all of which is in the United States. On passing Crab Shoal, the 45°, the boundary line between the United States and Canada is crossed, and a last glimpse is taken of Uncle Sam's domains. After passing the New York and Ottawa R. R. bridge the numerous industries of



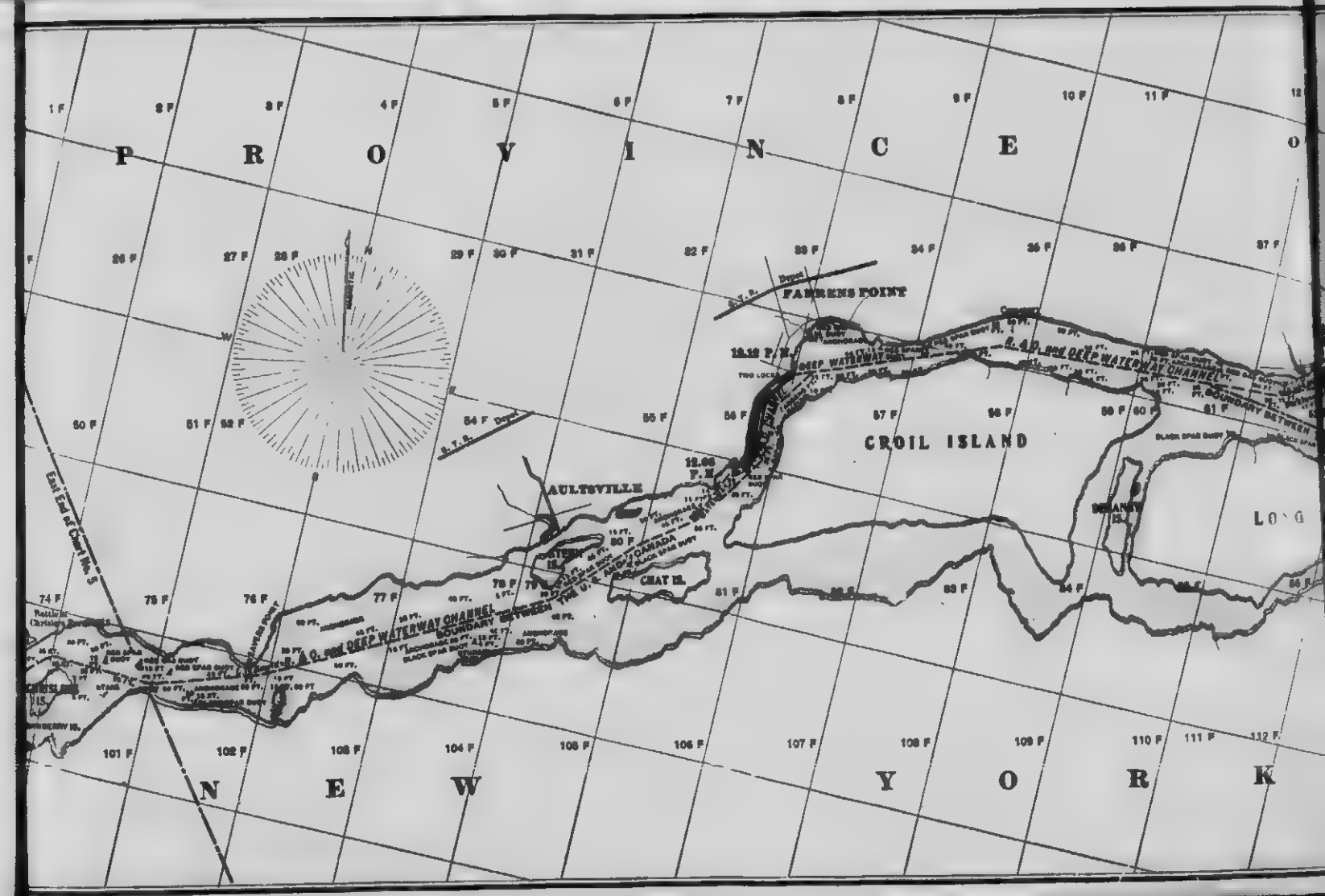
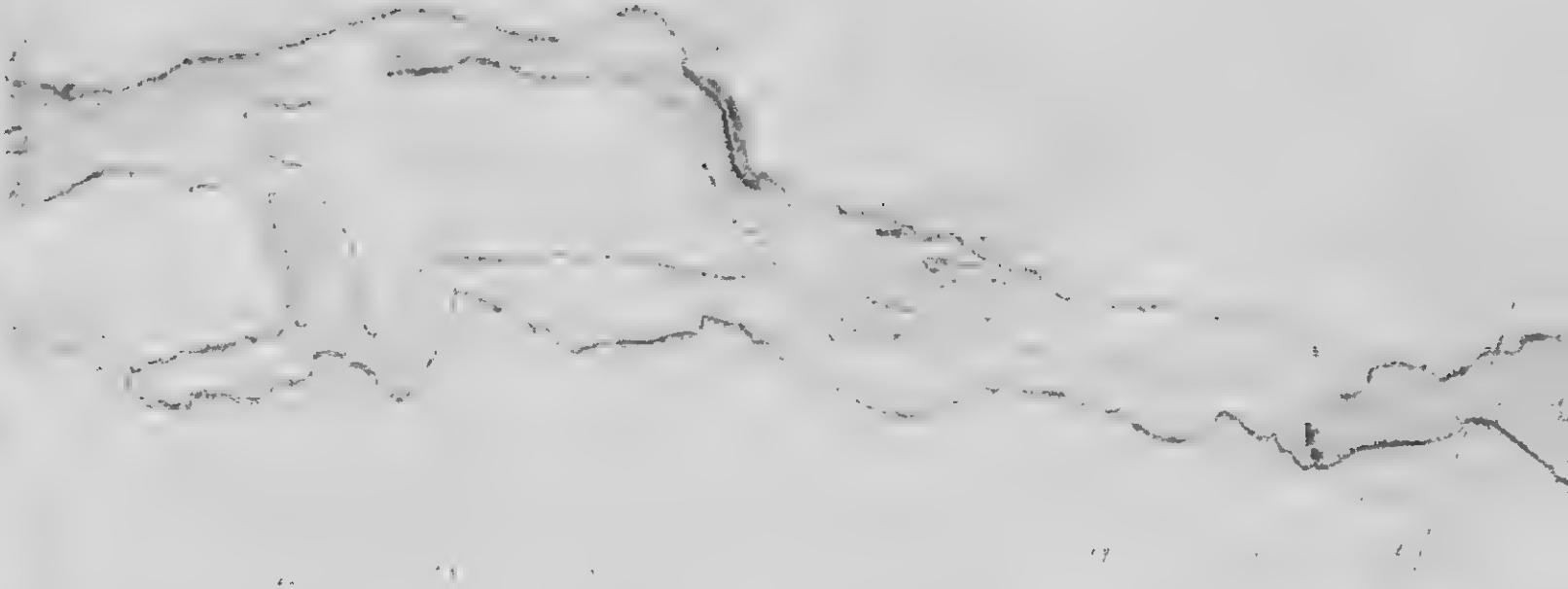

PROVINCE
NEW YORK
FARRENS POINT
CROIL ISLAND
AULTSVILLE
CHAT IS.
ORANGE IS.
LONG
DEEP WATERWAY CHANNEL
BOUNDARY BETWEEN
THE U.S. AND CANADA
East End of Chart No. 5

CHART
No. 6
RIVER
ST. LAWRENCE,
SHOWING
GOVERNMENT IMPROVED WATERWAYS
IN AMERICAN AND CANADIAN CHANNELS,
THROUGH THE
1000 ISLANDS AND RAPIDS,
FROM LAKE ONTARIO TO TIDEWATER,
With corrections from United States and Canadian
Government Charts, and from personal observations by
O N T A R I O
S T A T E
MILLE ROCHES
SHIECKS ISLAND
MAPLE GROVE
BARNHARTS ISLAND
SAULT
ISLAND
CORNWALL
ISLAND
CORNWALL
LONG
K



CORNWALL *(Population 7,500).*

the "Factory City," are seen to advantage in the order mentioned: Paper mill, waterworks, cotton and woolen mills, sash and door factory and sawmill, pottery and alpaca mill. After a short delay at foot of Cornwall canal, up which all steamers must pass, the steamer skirts along Cornwall Island (occupied exclusively by Indians) to the head of the Island of St. Regis, beyond which is the famous

ST. REGIS INDIAN CHURCH.

The square tower is surmounted by four pinnacles and contains the historic bell which was captured by a British frigate on its way from France, and sold to a church at Deerfield, Mass. The Indians, hearing of the fate of their bell, attacked Deerfield and brought the bell, with a large number of captives, away in triumph. The next stop is

STANLEY ISLAND.

The "New Algonquin" and numerous rustic cottages belonging to residents of Cornwall, Montreal, etc., adorn the island. Fishing and shooting are both good in this vicinity. With a fairly clear atmosphere the

ELEGANT, NEW

Str. "ALEXANDRIA"

Leaves Craig's wharf every FRIDAY at 12 midnight, for

Charlotte, N. Y., Olcott Beach, N. Y., and Buffalo, N. Y.

Every MONDAY at 7.30 P. M., for

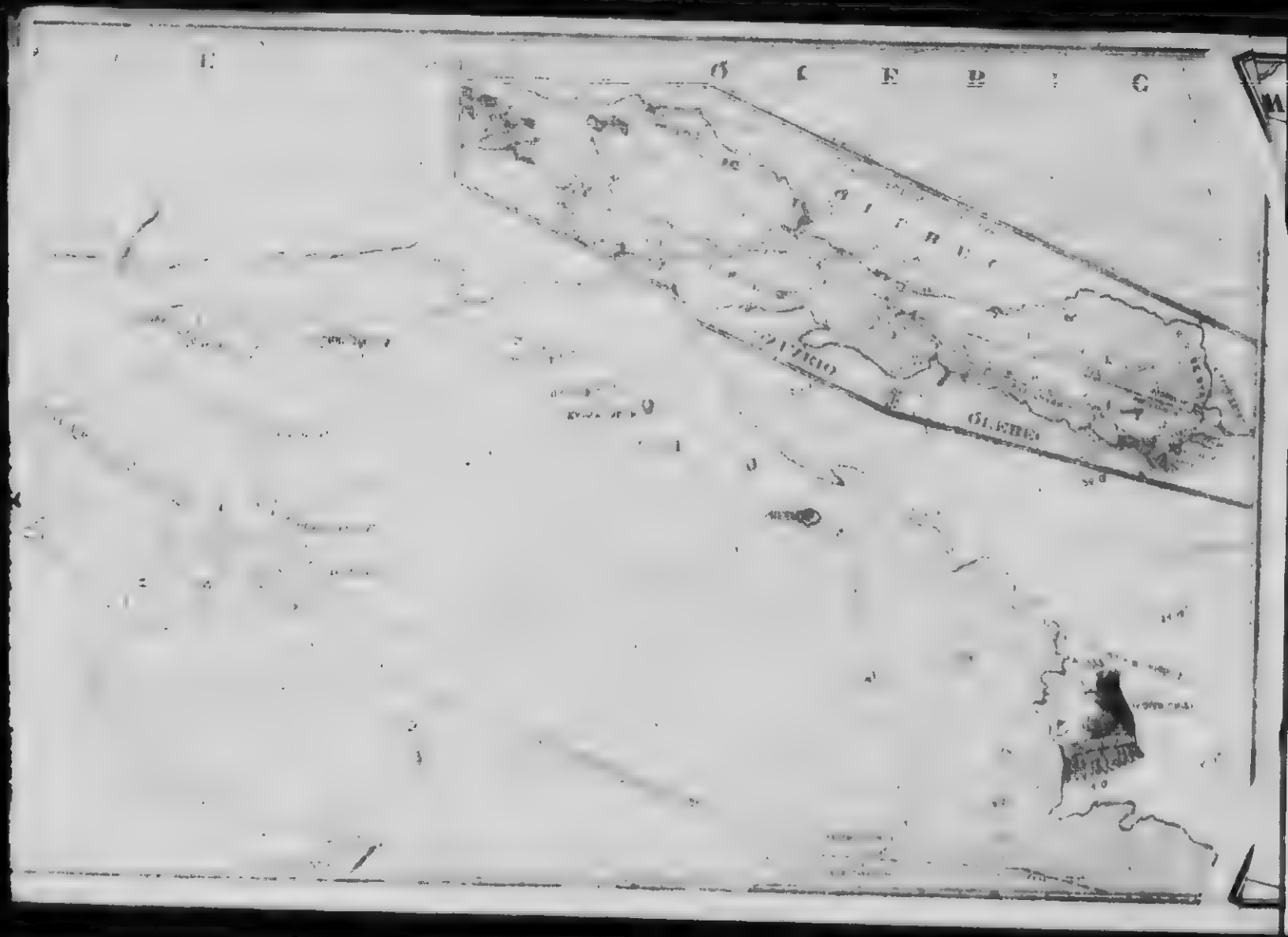
Montreal, Quebec, 1,000 Islands, and St. Lawrence River Rapids.

The only passenger steamer which shoots all the Rapids during the entire Tourist Season, and goes through to Quebec City without Change. Passenger accommodation unsurpassed. . . . . .

LOW RATES. *EXCELLENT CUISINE.*

W. G. CRAIG & CO.,
Agents, Kingston.

A. W. HEPBURN,
Manager, Picton.


GLEBE

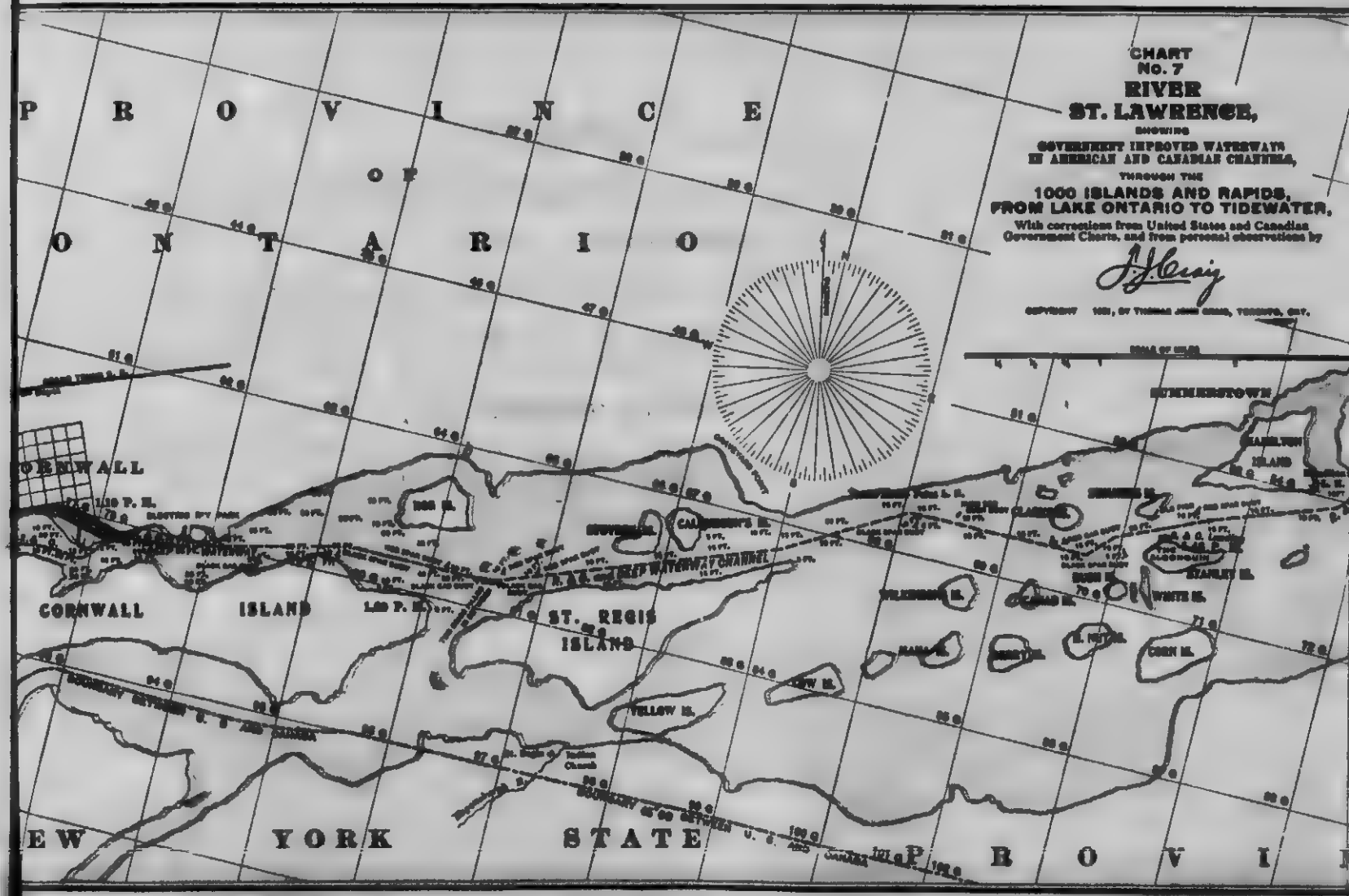
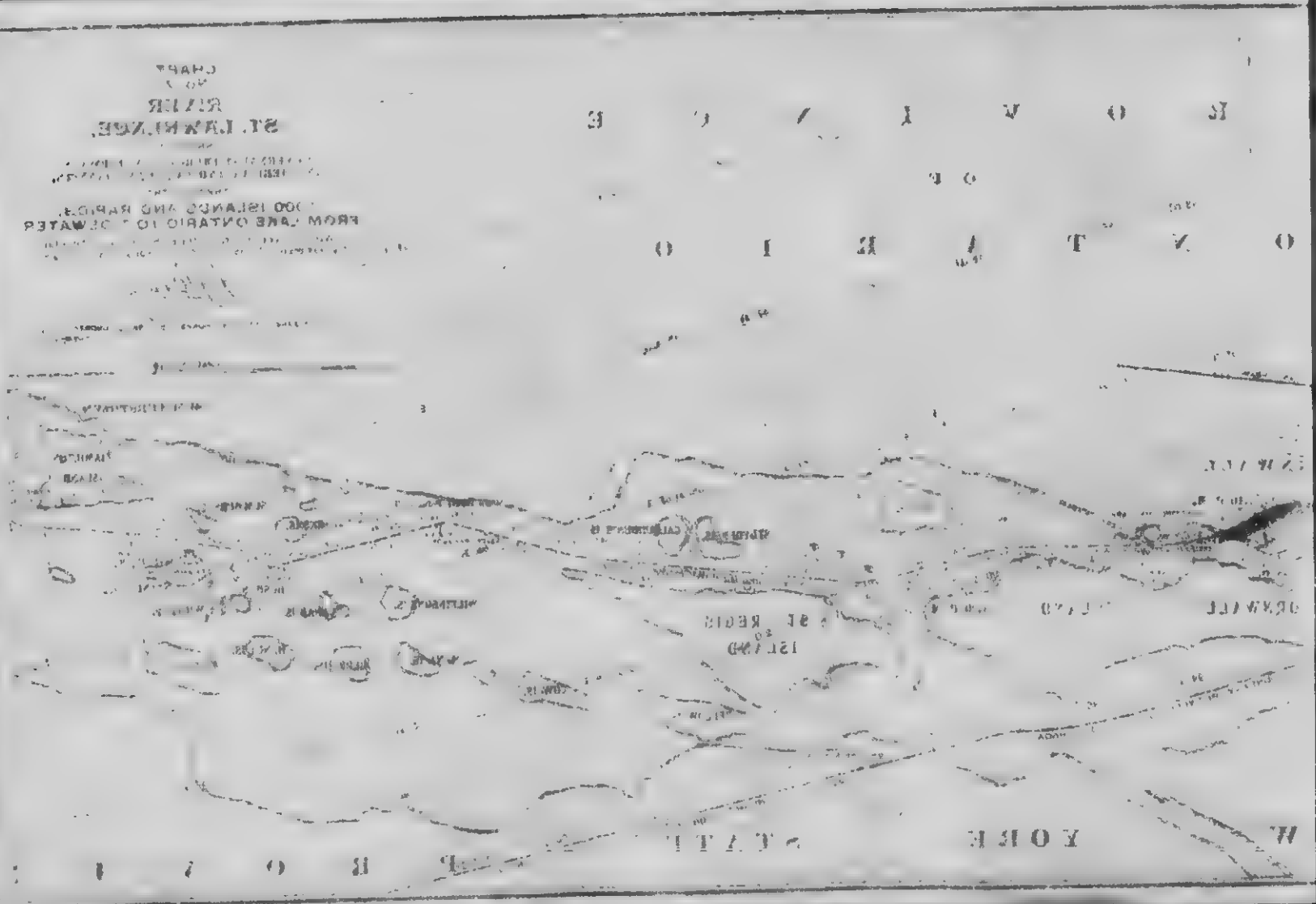


CHART
No. 7
RIVER
ST. LAWRENCE,
SHOWING
GOVERNMENT IMPROVED WATERWAYS
IN AMERICAN AND CANADIAN CHANNELS,
THROUGH THE
1000 ISLANDS AND RAPIDS,
FROM LAKE ONTARIO TO TIDEWATER,
With corrections from United States and Canadian
Government Charts, and from personal observations by
PROVINCE
OF
ONTARIO
CORNWALL
CORNWALL ISLAND
ST. REGIS
ISLAND
YELLOW IS.
WHITE IS.
STANLEY IS.
NEW YORK STATE

LANCASTER
ONTARIO
QUEBEC
ENTIRE BRITISH OCEAN LINE
I N C E
O F
Q U E B E C



ADIRONDACK MOUNTAINS

in New York State are visible from this point. Meanwhile the steamer is passing Hamilton Island, containing many cottages and enters Lake St. Francis or Coteau Lake, passing Lancaster and its massive Cairn in the distance; also

ST. ANICET CHURCH,

(called the sentinel or advance guard of the large Roman Catholic churches of Quebec), on the opposite shore, midway between Cornwall and Valleyfield.

The Roman Catholic Cathedral, the paper, cotton and woolen mills at Valleyfield and Canada Atlantic Railway's grain elevator at Coteau Landing now loom up at the foot of the lake. Within one hour

ST. ZOTIQUE and COTEAU LANDING

and the bridge of the Canada Atlantic Railway will be left behind. Passengers should then secure a good position on the bow deck to view

The New Thousand Island House

ALEXANDRIA BAY, New York.

FRONTING directly upon the beautiful River St. Lawrence, is the largest hotel on the river. It has all the conveniences requisite for a first-class Hotel. Elevator, gas, electric light, steam heat, telegraph office, wine-rooms, bowling alley and large billiard room. A first-class orchestra for dancing and sacred concerts in attendance. Elegant steam and sailing yachts upon application. For full information and descriptive booklet, address, ...

STAPLES & DEWITT, Proprietors.

The New Crossman

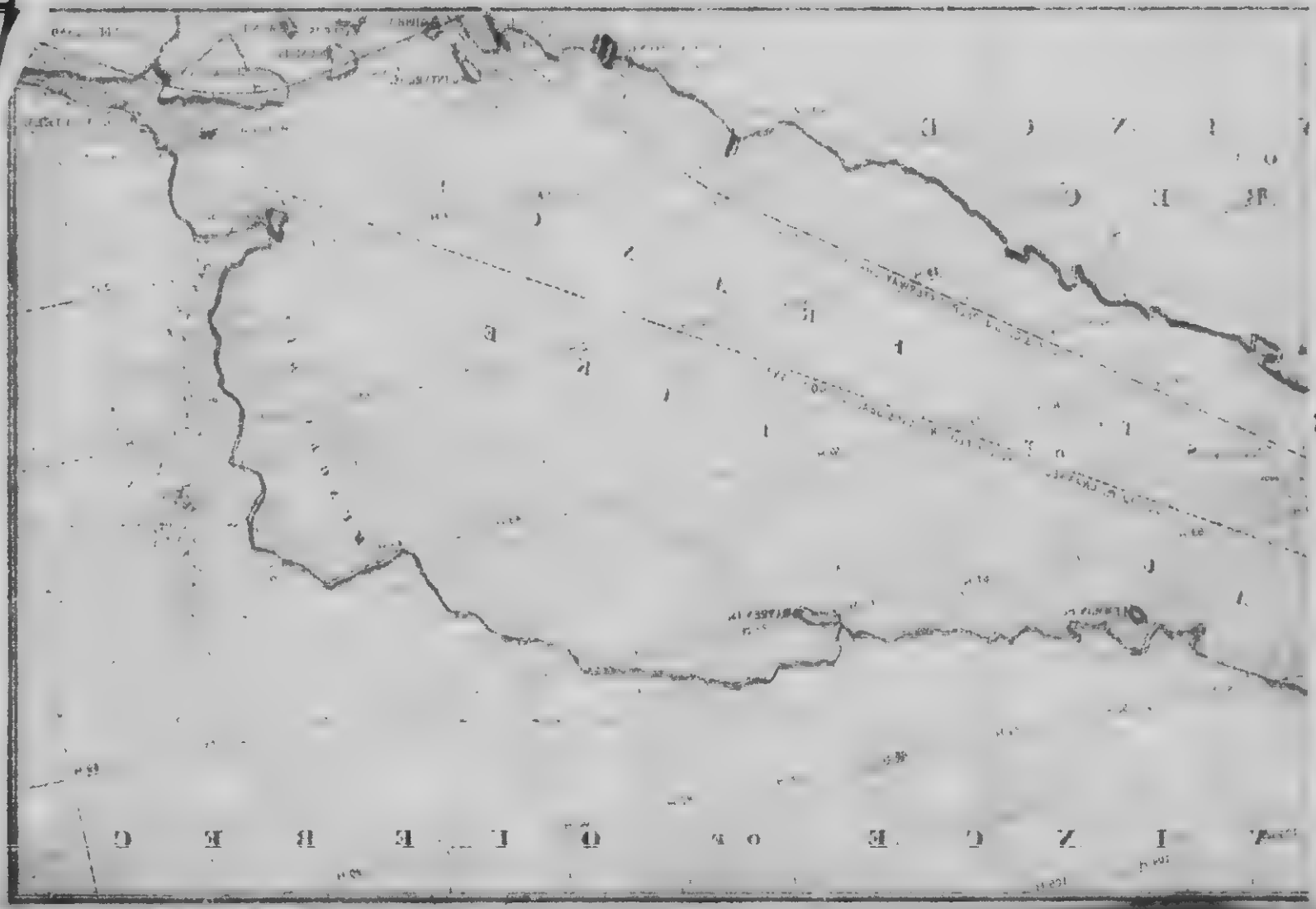
THIS magnificent hotel is built on the site of its earliest predecessor. In the new structure everything that is desirable in a first-class summer hotel has been provided for, and in its management every facility is furnished and the fullest attention given to the wishes and requirements of its guests. Its rooms are pleasantly situated, affording charming views of the neighboring scenery. There are suites for families, with private bath rooms and all conveniences besides single and connecting rooms in every part of the house, all handsomely furnished. The elevator is in operation constantly and the stairways are broad and easy. There are spacious and elegantly furnished drawing-rooms, wide corridors and broad verandas, and from the latter one of the most delightful pictures to be found in this entire region may be had. The tables in the main dining-room are furnished with costly china, silver and cut glass, and the finest linen, and supplied with the rarest fruits and delicacies. A superior orchestra gives morr ng concerts in the drawing-room, plays during the hours for dining, and for the dancing in the evening.

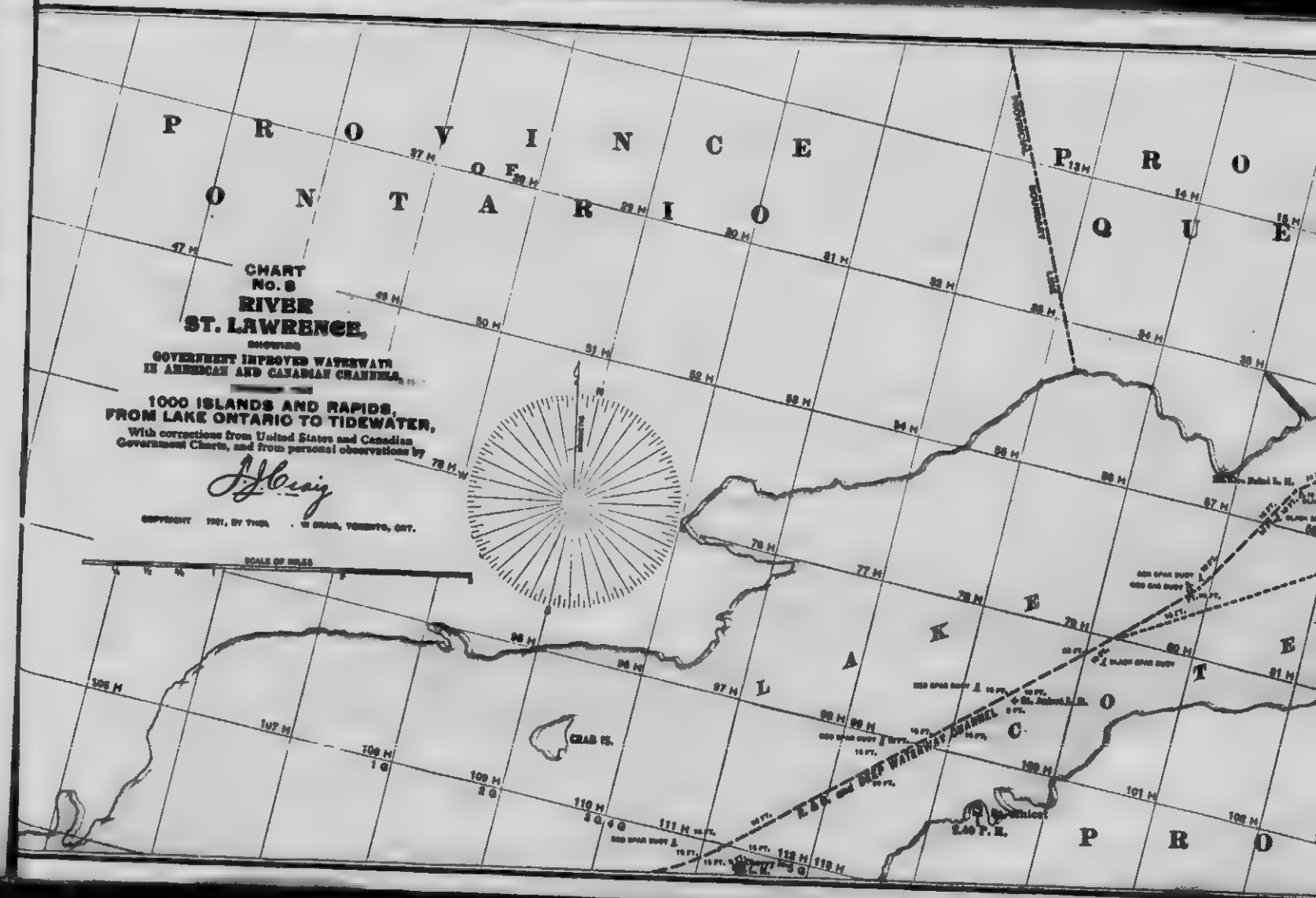
— For full information as to terms, etc., address, ———

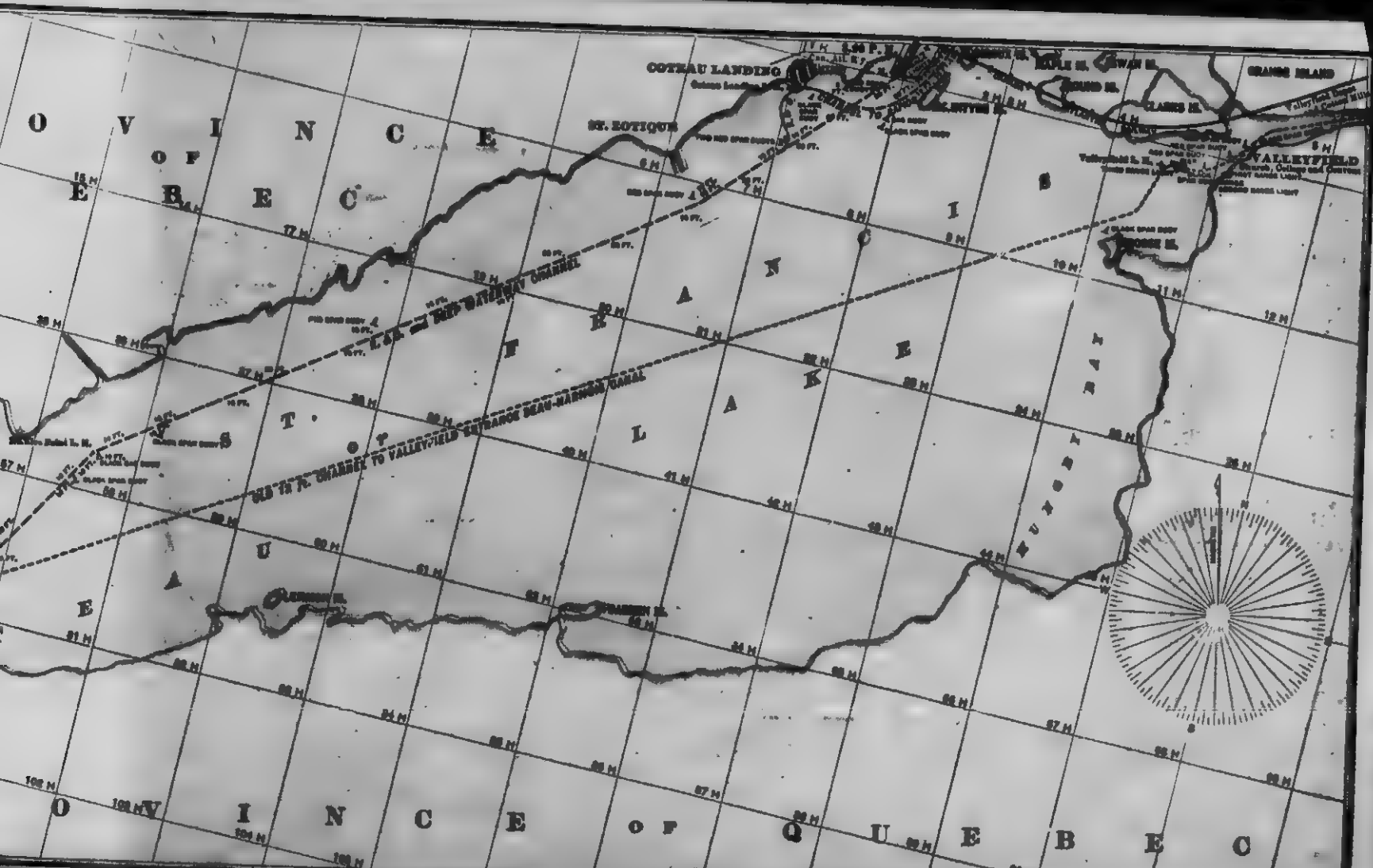
CHARLES W. CROSSMAN, Alexandria Bay, N. Y.

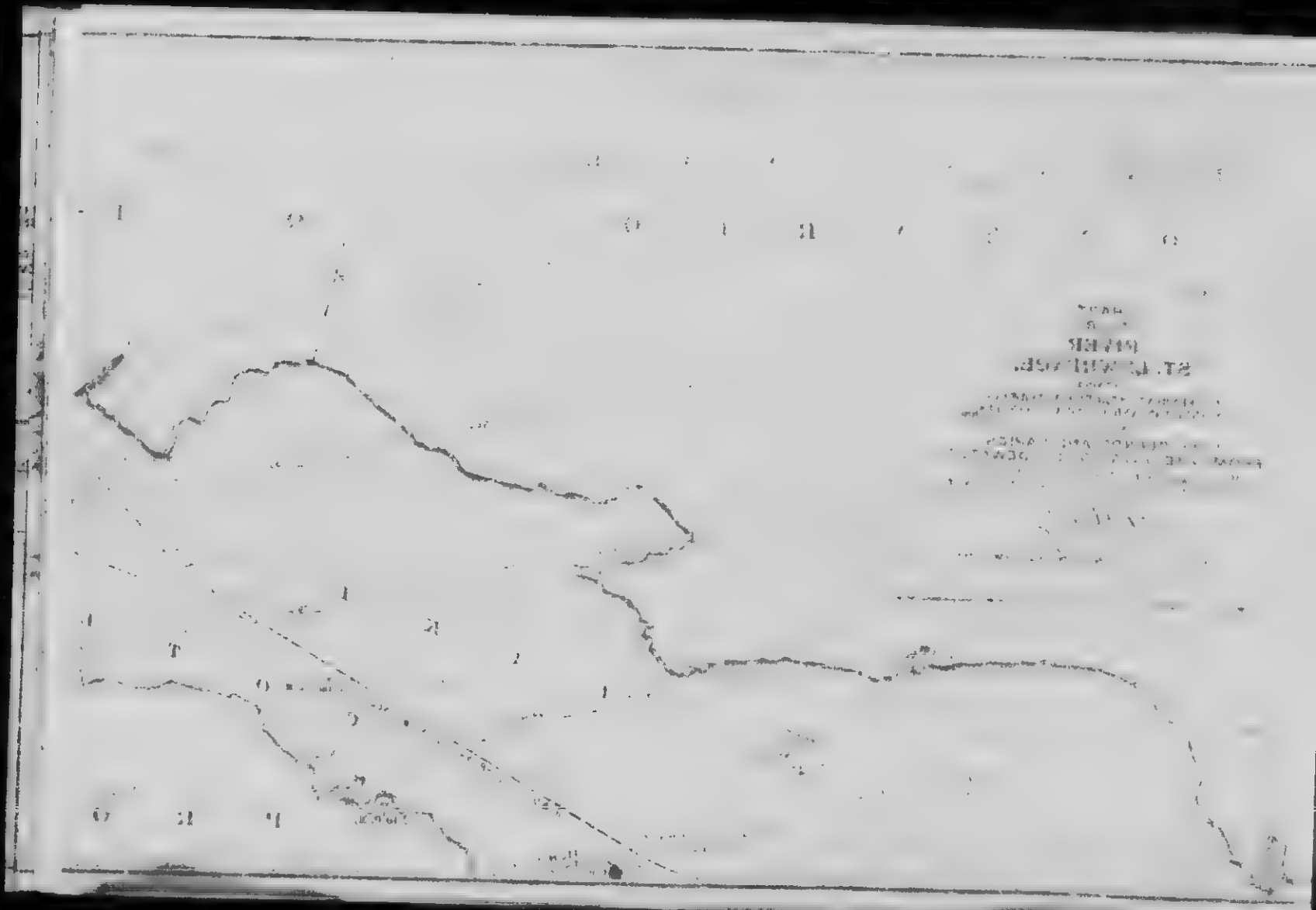
an

N. Y.




PROVINCE OF ONTARIO
PROVINCE QUE
CHART
No. 6
RIVER
ST. LAWRENCE,
SHOWING
GOVERNMENT IMPROVED WATERWAYS
IN AMERICAN AND CANADIAN CHANNELS,
1000 ISLANDS AND RAPIDS,
FROM LAKE ONTARIO TO TIDEWATER,
With corrections from United States and Canadian
Government Charts, and from personal observations by
SCALE OF MILES
PROVINCIAL BOUNDARY LINE
LAKE ONTARIO
CRAB IS.
DEEP WATERWAY CHANNEL
PROVINCE


COTEAU LANDING
ST. ZOTIQUE
VALLEYFIELD
GRAND ISLAND
CLARKE IS.
MILE IS.
ST. LAWRENCE RIVER
LAKE SAINT FRANCIS
PROVINCE OF QUEBEC
PROVINCE OF QUEBEC



COTEAU RAPIDS.

Before reaching Thorn Island the steamer's engines are slowed and a sharp turn made around the rush-bed. The channel being shallow the steamer's progress is slow; a death-like silence pervades the entire steamer save the cringing of the wheel chains in the pilot house. All eyes are on the pilot as the channel seems entirely blocked, but a sudden turn into deeper and broader waters brings the rapids and

COTEAU DU LAC

into full view.

A sail of twelve minutes brings the steamer to Cedars and St. Timothy and the

CEDAR RAPIDS,

in which the steamer is run at full steam, and attains a speed of forty-five miles per hour for a few minutes, as if to escape the lashing, foaming waters to the south of the steamboat channel. After clearing the heavy swells at the foot of the rapids the engines are again slowed and the north ranges brought into one. These guide the steamer safely across Buck Hayes Shoal and close to the abrupt shore. With a sudden turn in the channel to deeper water the engines are again run at full steam, and five minutes later the treacherous

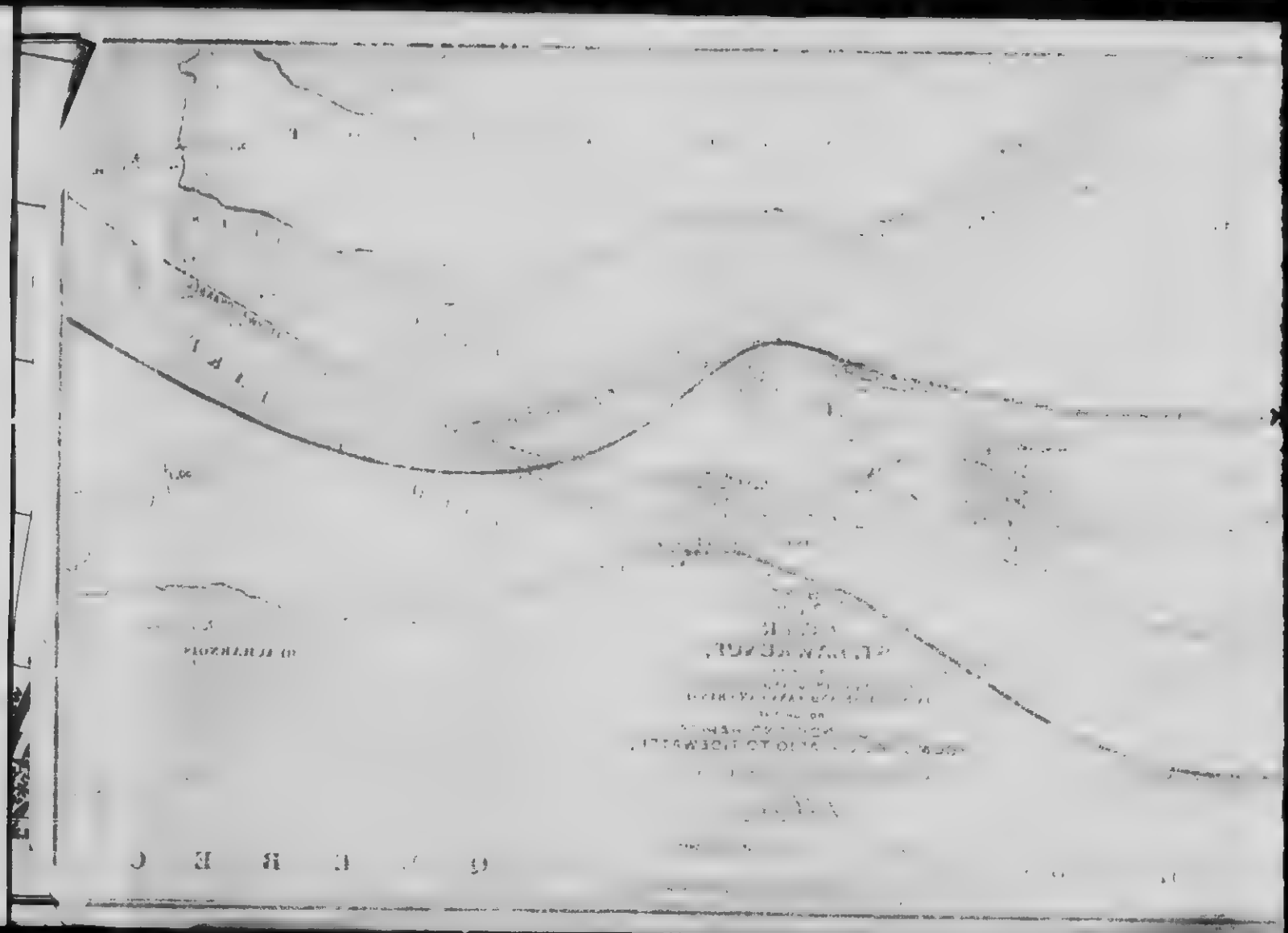
SPLIT ROCK RAPIDS

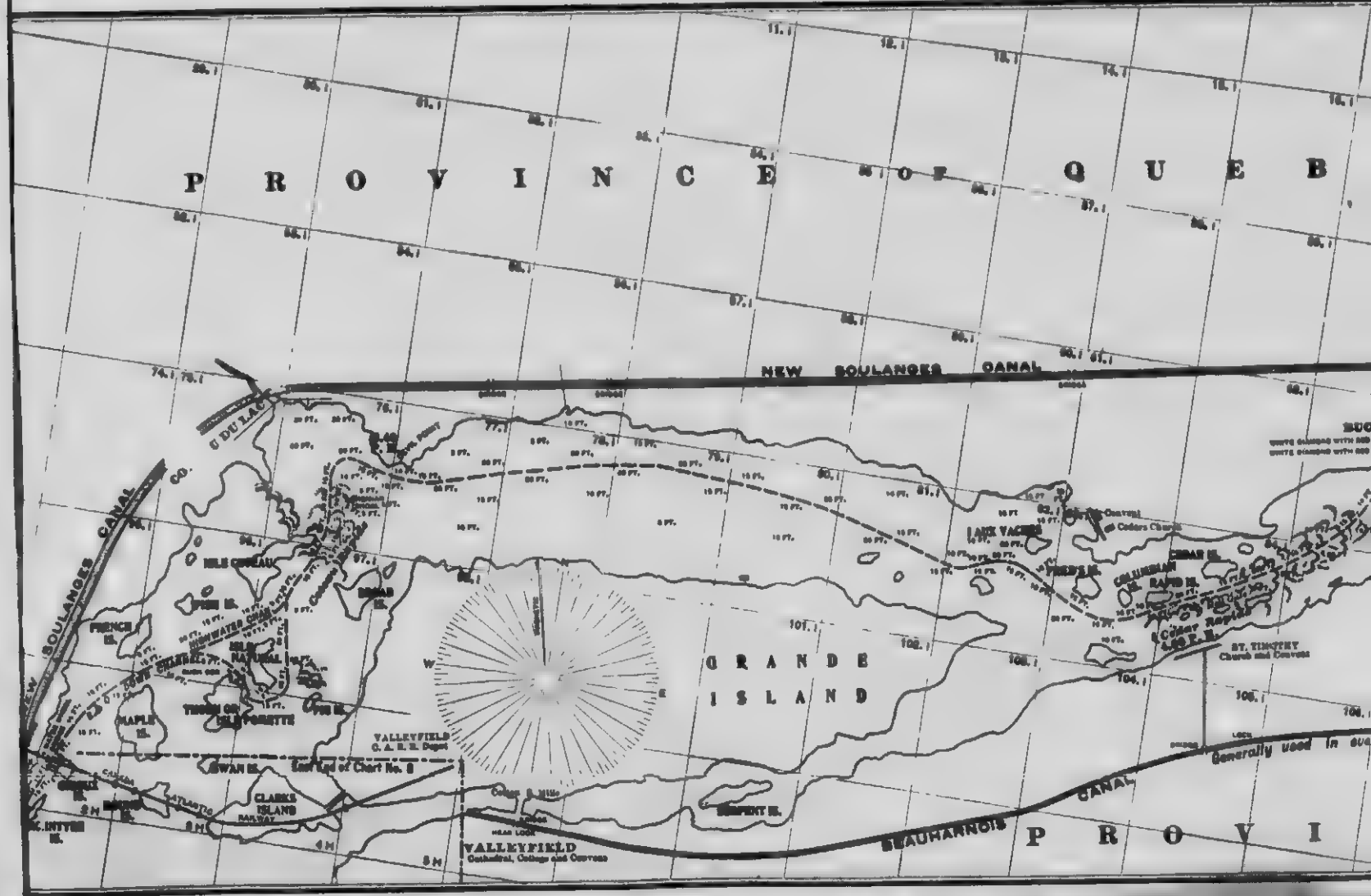
are reached. Many steamers have suffered through grounding on the hidden rocks to the left of the steamer's course in the north channel. Immediately to the right a rock is visible at entrance to this channel, over which the water rushes about one foot deep (this rock is marked 1 ft. in the upper left corner of block 66, ! Chart No. 9). Just before passing between Point Besaw and the wreck of the steamer "Grecian," a pretty view of silver-terraced steps, formed by the white-caps breaking over the rocky ledges, may be seen from the right or starboard side of the steamer. Almost immediately appear the

CASCADE RAPIDS,

into which the steamer is run at full steam. A smooth water table slightly higher than the steamboat channel forms on the south side of this channel. While running the last heavy breakers, passengers will notice the brownish tint of the water coming down the

running parallel and apparently not caring to associate with the mighty St. Lawrence. The Laurentian Mountains on the Ottawa River are visible over the left or port bow, and the steamer's course lies across Lake St. Louis or Lachine Lake in a direct line for Mount Royal overlooking the City of Montreal The latter is reached in one and three-quarter hours, in ample time for the evening meal. Passengers now have one hour to regulate satchels, etc., before reaching the last and most exciting rapid.




PROVINCE OF QUEB
NEW SOULANGES CANAL
SOULANGES CANAL
L'ISLE CHEVAL
ISLE NATURAL
FRENCH IS.
MAPLE IS.
SWAN IS.
East End of Chart No. 8
CLARKE ISLAND RAILWAY
VALLEYFIELD
VALLEYFIELD C.A.R.R. Depot
Cathedral, College and Convent
GRANDE ISLAND
LAKE VACHES
COLUMBIAN IS.
RAPID IS.
Cedars Rapids
C.P.R.R.
ST. TIMOTHY
Church and Convent
Generally used in sum
BEAUHARNOIS CANAL
P R O V I

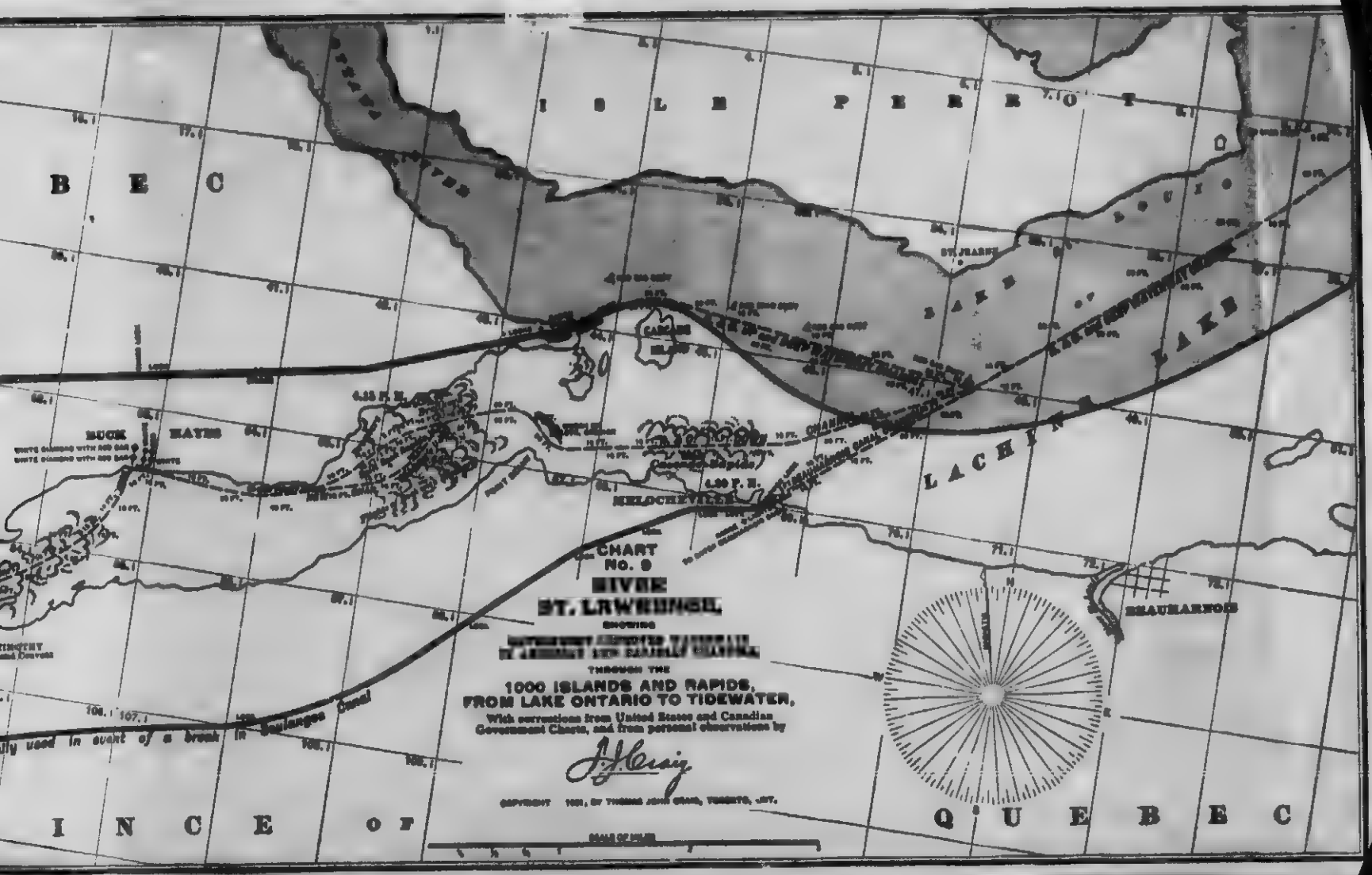


CHART
No. 8
RIVER
ST. LAWRENCE,
SHOWING
THROUGH THE
1000 ISLANDS AND RAPIDS,
FROM LAKE ONTARIO TO TIDEWATER,
With corrections from United States and Canadian
Government Charts, and from personal observations by
BUCK BAYS
MELOCHEVILLE
BEAUHARNOIS
LACHINE
ISLE PERROT
I N C E O F
Q U E B E C

The large white cross on green mound marks the last resting place of the defenders of Montreal, at the Battle of Chateauguay in 1813. The twin spires of the Church of the Angels and dome of St. Ann's Convent at

LACHINE *(Population 5,000).*

appear to good advantage after passing light-ship No. 2, while to the right is the Canadian Pacific Railway bridge and Mohawk Indian Church of St. Francis Xavier and village of

CAUGHNAWAGA,

without municipal franchise, and inhabited exclusively by three hundred Mohawk Indian families, who vote in federal politics. The majority of the inhabitants have comfortable if not ostentatious houses, many of which are provided with organs, pianos and all interior furnishings up to date. Although the village is situated in the center of a great battlefield of two world-disputing languages (French and English), the gentle liquid Mohawk monosyllables are as distinctly spoken as they were by their forefathers long centuries before the white man came "to build 'Big Smoke' where the waters meet." The children, for the most part, are clever, and if heredity means anything the tracings of the Indian urchins pencils, such as "Across the River" and "Running Elk," contain gems of bewitching beauty, and are the first fruits of tuition, or intuition, from Mohawk mothers who are artists by profession, and whose needlework is exported to every land. Not in art alone, but in elementary literature and mathematics these primitive pupils excel.

With aid of the swift current and powerful stroke of the engine the steamer is fast approaching the

LACHINE RAPIDS,

the last and wildest of the series. Before the gate or entrance to this rapid is reached, the steamer's speed is reduced one-half, because of the shallow water, and she slowly, yet gracefully, heads for Isle Bump. It is not the intention to run up against this low grassy rock as the rushing, maddening current sweeping across its head crowds the steamer to the opposite side of the channel and almost against a sharp A-shaped rock, at the lower end of block 57, J Chart No. 10. This rock is covered with about one foot of water, and is seen to somewhat better advantage than the similar rock in the Split Rock

Rapids, because of the narrow channel. The awful, seething tempest down the gorge causes the steamer to make a couple of rolls, after which she sweeps around to the right and passes a long ridge of rocks, careening gracefully, and leaps forward like a thing of life into smooth water. On reaching the heavy breakers the bell for full steam is rung, the rapids are passed and the day's outing is fast drawing to a close.

After running down the ranges at the head of Nuns' Island, the steamer passes under the Grand Trunk Victoria Jubilee Bridge (formerly tubular), crosses St. Lambert's Shoal and lands at

MONTREAL *(Population 350,000).*

where carriages, hotel and railway transfers await your pleasure. All passengers transfer here; the through passengers for Quebec, the Saguenay and intermediate ports take Quebec steamers at this landing.

Montreal was originally an Indian village named Hochelaga, at the base of the mountain, discovered by Jacques Cartier in 1535. In honor of the King of France he named the elevation Mont-Réal (Mount Royal). Owing to alternate invasion by the Indians, also of the English, French and American soldiers, the inhabitants of the village and surrounding country underwent many hardships and privations till peace was concluded by the Treaty of Ghent on 24th December, 1814. The entire frontier of the United States and Upper and Lower Canada then became permanently settled and the inhabitants of both countries intermingled from a business and social standpoint.

Although the "Accommodation," the first steamer built in Canada, was operated between Montreal and Quebec in 1809, and many sea-going vessels were employed between Montreal and European ports, the only mode of transit between Upper and Lower Canada was by wheeled vehicles and sleds. In the absence of good roads, grain and other products of Upper Canada had to be taken down to Lower Canada by small "Durham" boats, which returned with a large number of new settlers, from European ports, and a general cargo of merchandise via the rapids assisted by a large number of horses at many points in the heavy currents. Subsequently canals were constructed between Montreal and Prescott; large steamers were built to meet the heavy growth in trade, commerce and manufactures. The need of better means of carrying goods and produce of the country led to the building of railroads. The first one opened for traffic was a short line between La Prairie (opposite Montreal) and St. Johns, Que., in 1836. The Northern Railway was commenced in 1851. Then came in rapid succession the Great Western and Grand Trunk. The latter's Victoria Jubilee Bridge was opened by the Prince of Wales (King Edward VII.) in 1860. Subsequently the Intercolonial and Canadian Pacific railways were completed and a large transcontinental traffic ensued

The great rivalry existing between the different railroad and steamboat companies naturally attracted many tourists to the great St. Lawrence route. Montreal fast became a summer resort, the city possessing more natural attractions than any other place of its size on the continent of America. Eventually the channel between the cities of Montreal and Quebec was dredged to admit the largest sea-going steamers of the Allan, Dominion, Beaver and other first-class lines, making Montreal the Canadian terminus of traffic from European ports. The numerous other vessels sailing under the flag of other nations gave the city the appearance of a great seaport.

The principal parks, gardens and squares are Mountain Park on Mount Royal and Mount Royal and Cote de Nieges cemeteries, where a beautiful view of the city and surrounding country is had; Viger Gardens, Place d'Armes, Champ de Mars, Victoria Square, Dominion Square, Island Park on St. Helen's Island, etc. The city is noted for its churches, the most imposing are: Notre Dame, the R. C. parish church of Montreal and the largest edifice of the kind in Canada or the United States; St. James Cathedral (R. C.), one-third the size and a facsimile of St. Peter's, Rome; Christ Church Cathedral (English); Our Lady of Bonsecours, noted for its little heaven in the upper tower; Jesuits, noted for its fine paintings; Notre Dame de Lourdes, noted for its grotto in basement; and St. Patrick's (R. C.), St. Andrew's, and St. Paul's (Presbyterian), also Methodist, Unitarian, Congregationalist, etc.

The principal drives are: Around the mountain to Lachine and return, via Lower Lachine Road, also to Bout de l'Isle, etc.

The principal public buildings are: City Hall, Court House, Post Office, Custom House, Board of Trade, Harbor Commissioners, Grand Trunk and Canadian Pacific Railway stations and offices, Bank of Montreal, Imperial Bank, Bonsecours Market; Montreal General, Hotel Dieu, Royal Victoria, Notre Dame and Grey Nun Hospitals; Standard Life, Royal Fire and Life, Canada Life and New York Life; Montreal, McGill and Laval Colleges, Ville Marie Convent, Deaf and Dumb, and Blind Institutes, the Art Gallery, Chateau de Ramsay, Martello Towers, Hunt Club, Cote des Neiges, Grand Seminary, also Nelson's Monument, etc.

The principal place of summer evening entertainment is Sohmer Park, covered.

The New Frontenac

FRONTENAC ISLAND
THOUSAND ISLAND
ST. LAWRENCE RIVER, N. Y.

Enlarged to twice its former capacity, contains over 300 rooms, more than half of them en suite, with private bath rooms.

Entirely refitted with new and elegant furnishings, a new Dining-room, 65x100 feet, and new kitchen with every device known to modern art for perfection in cooking. Fresh vegetables, milk, cream, butter and eggs supplied daily from the Hotel farm.

CUISINE AND SERVICE UNEXCELLED.

Cafe, Billiard Parlors, Bowling, Tennis and an exceptionally fine nine-hole Golf Course, which will be in charge of an experienced greens-keeper.

Au fine Fishing and Boating as the heart could desire.

For circulars, terms, etc., address,

M. C. WENTWORTH, Manager.

Gen. Wentworth is also proprietor of Wentworth Hall and Cottages, Jackson, White Mountains, N. H.

THE COLUMBIAN

THOUSAND ISLAND PARK, NEW YORK

IS SITUATED at the head of Wells' Island. The largest and most central of the Thousand Islands. Every arrangement of the interior of this fashionable hotel is for the greatest possible comfort of its guests. All the rooms are high, and lighted with incandescent electric lamps. Water pure and clear as crystal is conveyed to all parts of the buildings. Moderate charges for all the luxurious comforts and diversified pleasures combine to make The Columbian the most attractive in which to spend your summer days and nights. . . . . .

L. A. JOHNSON, Proprietor

East End of Chart No. 9

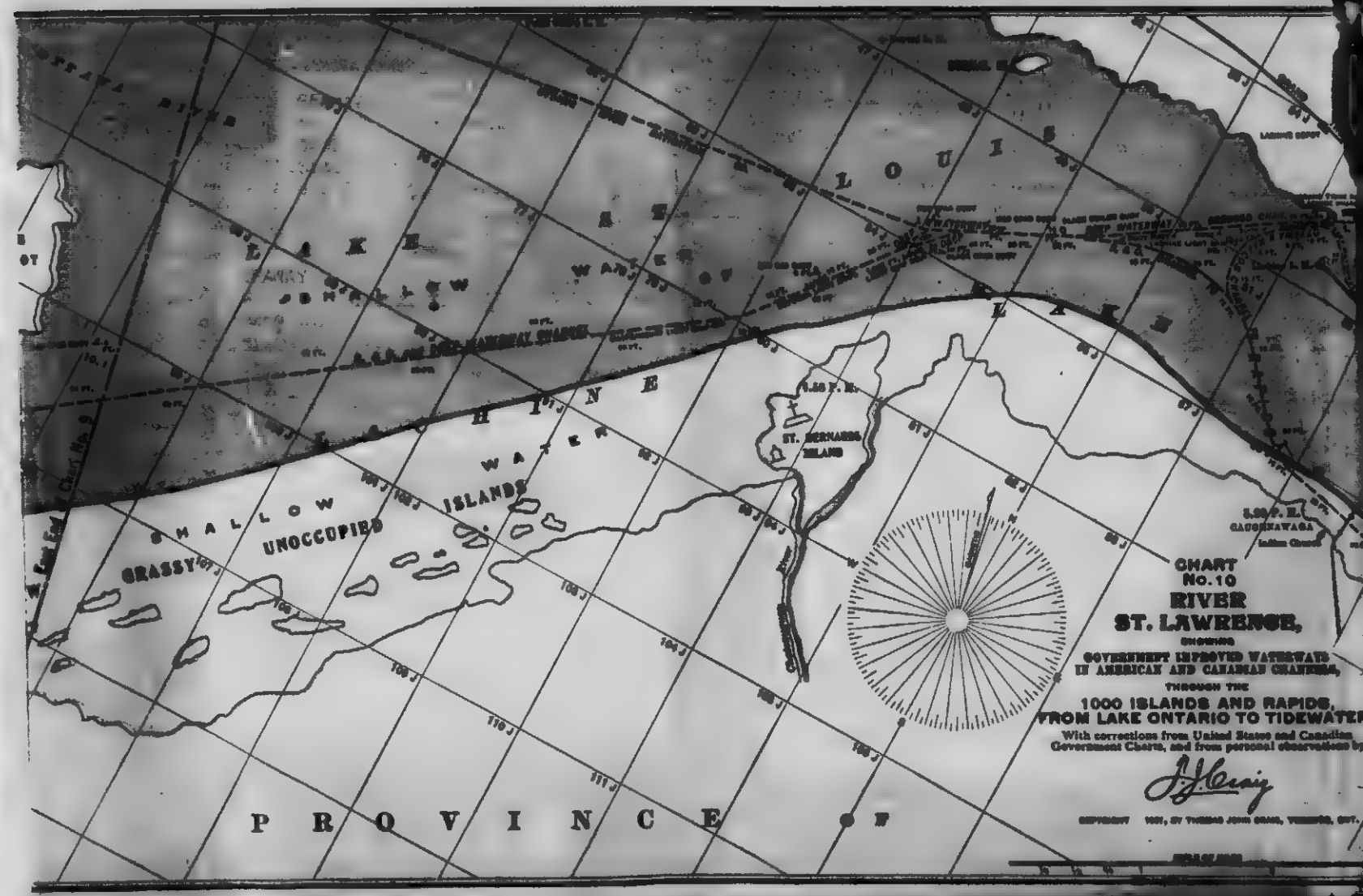


CHART
No. 10
RIVER
ST. LAWRENCE,
SHOWING
GOVERNMENT IMPROVED WATERWAYS
IN AMERICAN AND CANADIAN CHANNELS,
THROUGH THE
1000 ISLANDS AND RAPIDS,
FROM LAKE ONTARIO TO TIDEWATER
With corrections from United States and Canadian
Government Charts, and from personal observations by
LAKE
LOUIS
LAKE
SHALLOW
WATER
ISLANDS
UNOCCUPIED
GRASSY
PROVINCE
ST. BERNARD ISLAND
GAGOSHAWAGA
Indian Channel

ISLAND
OF
MONTREAL
CITY OF
MONTREAL
LACHINE
LACHINE
CANAL
ST. CHARLES
NUNS
ISLAND
QUEBEC
NCE,
WATERWAYS
AN CHANNEL,
D RAPIDS,
O TIDEWATER,
ates and Canadian
onal observations by

JNO. O. THIBAULT | CO .OS.

ALEXANDRIA BAY, N. Y.

GENERAL TICKET AGENTS for all River, Lake, Ocean and Railroad Lines. WHARFINGERS, COAL DEALERS, COMMISSION MERCHANTS, Etc. A full line of STAPLE and FANCY DRY GOODS, GROCERIES, CAMPERS' SUPPLIES, Etc. . . . . .

Agents for CRAIG'S A, B, C KEY TO RIVER ST. LAWRENCE CHANNELS. The owners of all steam yachts should procure a copy. It is a complete guide through all main and principal cross channels. . . . . .

Deal
GRO
Etc.

Agent for CR
NELS. All
plete with co.

THE Ne
A

Pleas
St. L
New

The St. Lawrence Hall

HENRY HOGAN, Proprietor, Montreal, Que.

ONE of the largest and most comfortable hotels in the Dominion of Canada. Situated in the business center of Montreal, adjoining the General Postoffice, and surrounded by all principal ticket offices. . . . . .

ALL MODERN IMPROVEMENTS | AMERICAN PLAN

TERMS, ETC., ON APPLICATION TO
P. K. HAYES, Proprietor

SEAWAY
F
3402
.3L4C6
ot.2
c.2

Craig, T.

Craig's A,B,C key to
River St. Lawrence channel .

LAKEHEAD UNIVERSITY LIBRARY
3 0012 00237347 9

THE TOURIST EDITION of CRAIG'S A, B, C KEY to RIVER ST. LAWRENCE CHANNELS will be mailed, postage free, to any address in the United States or Canada, on receipt of 50 cents, by any of the following Agents:

AMERICAN EDITION.

WM. A. FLETCHER, Gen'l Western Agent, 103 Adams Street, Chicago, Ill.

RAYMOND & WHITCOMB CO., 25 Union Square, New York City

RAYMOND & WHITCOMB CO., 296 Washington Street, Boston, Mass.

RAYMOND & WHITCOMB CO., 1003 Chestnut Street, Philadelphia, Pa.

R. M. CRUNDEN & CO., 113 Broadway, New York, N. Y.

W. S. TUTTLE, Niagara Falls, N. Y.

J. C. GREGOR, Cape Vincent, N. Y.

JNO. O. THIBAULT, Clayton, N. Y.

CORNWALL BROS., Alexandria Bay, N. Y.

GEORGE H. PHILLIPS, Ogdensburg, N. Y.

UNION NEWS CO. (on board Steamers and Trains), Park Place, New York, N. Y.

(To Points in the United States.)

CANADIAN EDITION.

CANADA RAILWAY NEWS CO. (on board Steamers and Trains), Toronto, Ont.

WM. BRIGGS, 29-33 Richmond Street, West, Toronto, Ont.

R. R. FINKLE, Bath, Ont.

CHAS. F. MAUND, Kingston, Ont.

J. P. HANLEY, Kingston, Ont.

OLDRIEVE & HORN, Kingston, Ont.

McDERMOTT BROS. Kingston, Ont.

J. R. JOHNSON, Jr., Gananoque, Ont.

F. I. RITCHIE, Brockville, Ont.

L. H. DANIELS, Prescott, Ont.

(To Points in Canada.)